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City of Ojai General Plan

Land Use and Circulation Elements

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May 13, 1997

Prepared for:

City of Ojai
401 South Ventura Street
Ojai, California 93023

Prepared By:

LSA Associates, Inc.
3403 10th Street, Suite 520
Riverside, California 92501


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Mr. Robert Casias, Director
Ojai Community Development Department
PO Box 1570
Ojai, California 93023

Dear Mr. Robert Casias:

The Institute of Governmental Studies Library is mandated under Section 50110 of the State Government Code as a depository for local documents. In 1982, the City Clerks Association of California agreed that general plans and elements fall within this mandate. We are in the process of updating our collection, and would appreciate receiving the following documents:

✓ ✓ ✓
1987 OPEN SPACE PLAN, 1987 CONSERVATION PLAN, 1991 SAFETY PLAN,
✓ ✓ ✓
1991 NOISE PLAN, 1993 AIR QUALITY PLAN, 1993 HOUSING PLAN,
✓ ✓
1997 LAND USE PLAN, 1997 CIRCULATION PLAN

We are also interested in receiving other recent planning documents on local issues like special area plans, growth policy, and central business district development. To avoid sending material we already have, please review our website:

http://www.igs.berkeley.edu/library/calplans.html

for an inventory of your local plans already available in our collection.

We serve the public as well as the academic community and urge you to refer people interested in California local planning materials to us. We would be pleased to have your jurisdiction represented in the collection with the most up-to-date documents.

If you have any questions, please call me at (510) 643-3825 or email me at pking@uclink.berkeley.edu. Thank you for your cooperation.

Already have:
1989 General Plan

Paul King

Paul King, Library Assistant

2003 0430

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City of Ojai General Plan

Land Use Element

Final

City of Ojai General Plan

Land Use Element

Final

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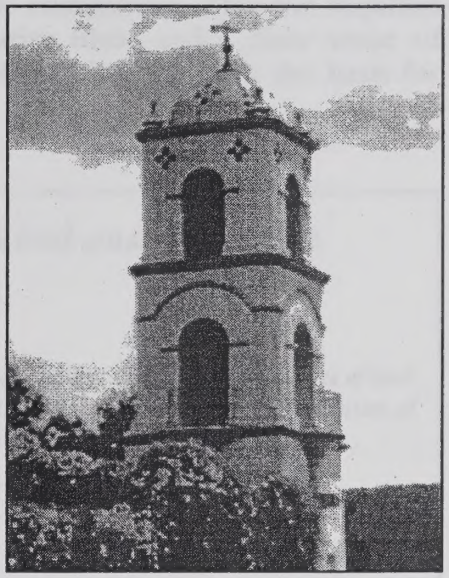
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Land Use Element

INTRODUCTION

BACKGROUND AND PURPOSE OF THE LAND USE ELEMENT



Ojai is a special place that evokes a certain small town feeling in those who live or visit here. Upon entering Ojai, one cannot help but gain an understanding of what small towns really are; Ojai's character harkens back to the "traditional" small town, not the modern conception of what small town image should be. For residents and visitors alike, Ojai is a friendly, comfortable place; it is familiar. For those who were raised in small towns, Ojai invokes reminders of home; for those who were raised in larger cities, Ojai encompasses the best that can be imagined of small town life.

Residents characterize Ojai as a "small town" or "village," avoiding the term "city" because of its connotations of large size and unbridled growth.

The Land Use Element of the General Plan sets forth Ojai's vision of its future the means by which the City will protect its small town character. The Land Use Element outlines the City's fundamental land use philosophy regarding appropriate types, intensity, and location of new development, and appropriate means for maintaining the area's environmental, social, physical, and economic health and vitality. The Land Use Element, therefore, focuses on the organization of the community's physical environment into logical, functional, and visually pleasing patterns that are consistent with local social values. Of primary concern are the *type*, *intensity*, *location*, and *character* of land uses that will be permitted in the future.

Ojai's overall land use pattern is well established, and is not intended to substantially change over time. Future growth will primarily consist of infill development. However, as this infill occurs, the City will face significant challenges. Ojai's natural setting and significant environmental features need to be protected, and at the same time, private property rights need to be recognized.

Ojai residents recognize that preservation of the community's small town character is not a matter of chance, but requires concerted action and vigilance. Thus, the City has established residential and commercial growth management programs, as well as design guidelines. The effect of these programs is to ensure that the rate, scale, type, and character of new development contributes to, rather than detracts from, Ojai's unique character.

GOAL AND OBJECTIVES

Despite significant economic, technological, and social changes in California, the residents of Ojai have been successful in preserving their community's character and the features that make Ojai such a desirable community. This has required integrating current planning tools with innovative ideas and a clear sense of community priorities and vision. These priorities and vision form the basis for Ojai's land use goal and objectives.

City of Ojai Land Use Element Goal and Objectives

Goal

It is the goal of the City of Ojai to achieve a well-designed, high quality, and functional balance of land uses which reflects Ojai's unique character and community values, and which integrates the resolution of local and regional issues contained in other elements of the Ojai General Plan.

Objectives

In implementing this goal, it is the objective of the City to:

- *identify and use the unique aspects of the community that comprise the "Ojai experience" as a benchmark for new development;*
- *provide a residential living environment that encourages a diversity in lifestyles, allows for a mixture of uses which support pedestrian accessibility, and provides housing opportunities for all socioeconomic groups;*
- *preserve Ojai's small town character and maintain a built environment that does not detract from Ojai's natural environment;*
- *maintain a vibrant tourist economy which is in balance with Ojai's small town life;*
- *manage the interrelationship between attaining Ojai's vision of its future and actions taken by other organizations and agencies in such a manner as to facilitate achievement of each party's vision of the future; and*
- *manage the growth and pace of development to ensure that community resources are sustainable, and capable of meeting the needs of both present and future residents.*

Figure 1 - Land Use Element Goal and Objectives

Land Use Element

LEGAL AUTHORITY

Under State Law (Government Code Section 65302[a]), every City and County is required to adopt, as part of its General Plan, a Land Use Element which:

> *"designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan..."*[1]

In addition, the General Plan Land Use Element may address other subjects or geographical areas (both within or outside the City limits) which relate to the physical development of the City. Furthermore, State Law suggests that the elements of the General Plan focus attention on issues of greatest community concern.

Table I-2, *Index to the Location of State Mandated General Plan Issues Within the Ojai General Plan* within the Introduction section of the General Plan, provides an index reference of State General Plan requirements and under which section of the Ojai General Plan the State requirement is fulfilled.

Policy Directives

Goal: *A general, overall and ultimate purpose, aim, or end toward which the City will direct effort.*

Objective: *A specific statement of desired future conditions toward which the City will expend effort in the context of striving to achieve a broader goal.*

General Plan Approach: *Discussion as to how the City will resolve relevant issues and manage its future.*

Policies: *Actions, activities, priorities, and policy direction that, when incorporated with the General Plan approach, detail how goals and objectives will be accomplished.*

Figure 2 - Policy Directives

ELEMENT ORGANIZATION AND FORMAT

To assist the reader in using the General Plan, the Land Use Element is structured around five general themes, which represent a summary of specific community characteristics and concerns that provide the framework for the land use policy included in the Land Use Element. These themes include: preserving Ojai's small town character, maintaining compatibility between Ojai's built and natural environments, balancing small

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1 Pursuant to Government Code Section 65302a, areas within Ojai that are subject to flood hazards are identified in the Safety Element.

town life with a vibrant tourist economy, managing the pace and growth of development, and integrating Ojai's vision with actions taken by other agencies. The Land Use Element is organized into the following sections below.

Introduction: A brief overview of the background and purpose of the Element is provided. The Introduction also includes the Element's goals and objectives, which represent the first level of policy directives for the Land Use Element.

General Plan Approach and Policies: The General Plan Approach and Strategies represent the directives that the City will use to manage its future, guide new development, and to protect the natural environment and the character of the community (see Figure 2).

Implementation and Monitoring Program: The Implementation and Monitoring Program is the City's blueprint for action. The program includes a presentation of a specific set of actions designed to implement Ojai's goals, objectives and strategies. The action program includes the full range of specific steps necessary to translate the vision described in the Land Use Element into reality.

GENERAL PLAN APPROACH

PRESERVING OJAI'S SMALL TOWN CHARACTER

It is the Ojai General Plan's approach to preserve the community's "small town" character by using the physical, environmental, and social aspects of the community that form its character as the criteria for determining the appropriateness of new development. Thus, new development must respect or enhance the City's small town feel and fit in with the existing land use pattern. A key component to Ojai's approach is to use the unique community attributes, overall community structure, and individual architectural and urban design features that together create Ojai's unique small town character. These will also act as the guiding principles for the design of new development projects, thus achieving a compatible "fit" between new development and the existing characteristics of the surrounding community, neighborhood, and area where they are developed (see Figure 3).

The residents of Ojai share a common goal of ensuring that the existing "sense of community" is maintained, and that local social values are reflected in community and governmental decision making and the City's development review process.

Ojai's Land Planning and Design Approach:

New developments shall use Ojai's unique community attributes, structure, and features as the guiding principles for all new project designs.

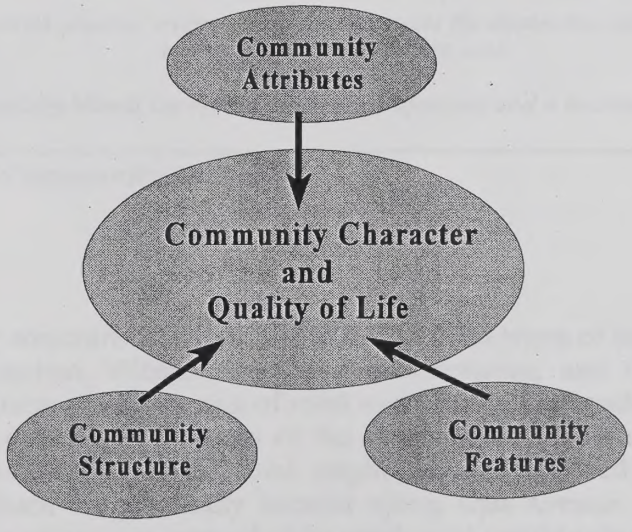


Figure 3 - Planning and Design Approach

The following provides a general description of the attributes, structure, and features that together make up Ojai's small town character. Community standards for all new development in Ojai are also detailed in the General Plan Land Use Implementation and Monitoring section of the Land Use Element.

Community Attributes

As part of its approach to land use planning and community design, the Ojai General Plan recognizes a number of unique community attributes that together create Ojai's small town character. These attributes include those aspects of life in Ojai which attracted residents to the Ojai Valley, as well as what keeps residents from moving somewhere else. New development is to be compatible with these attributes to ensure compatibility with Ojai's community character.

Ojai Community Attributes

Ojai is a quiet, peaceful community whose picturesque valley setting, architectural character, and protected natural environment combine to provide a refuge from the chaotic sprawl of the metropolitan Los Angeles area. It is a community that:

...is first and foremost a place for people and families to live quality lives;

...protects its unique small town character and cultural heritage;

...is not dominated by automobiles, "corporate architecture," or suburban subdivisions;

...respects its physical environment, and protects the distinctive natural environment of the Ojai Valley; and

...successfully blends the best of small town lifestyles and a tourist economy.

Figure 4 - Community Attributes

Community Structure

Ojai's community structure is comprised of five general types of land uses: Rural/ Open Space, Suburban, Village, Employment-Generating, and the Downtown. Overall, Ojai is surrounded by a ring of rural and open space lands which provide definition to the developed portions of the community. Within this ring are a variety of suburban density residential neighborhoods, as well as commercial developments, which are generally located along Ojai Avenue. North of the downtown area is a village-type area of older residential neighborhoods mixed with small scale commercial development. At the center of Ojai is a traditional small town downtown which functions as the civic, cultural, and social heart of the

community. Southeast of downtown is an area of small industrial uses, as well as a larger suburban business park development. New development needs to not only establish a functional relationship with its site and surrounding properties, but must also establish a comfortable fit with the overall structure of the community as described below (see Figure 5).

In requiring that new development be consistent with existing land use patterns and character, the General Plan recognizes that Ojai's unique land use character is composed of a number of different types of uses that when taken together add interest and diversity to the community. It is Ojai's intent, therefore, to preserve this same diversity and individuality in new residential and commercial development while ensuring that all new development "fit' with the surrounding characteristics of each neighborhood area.

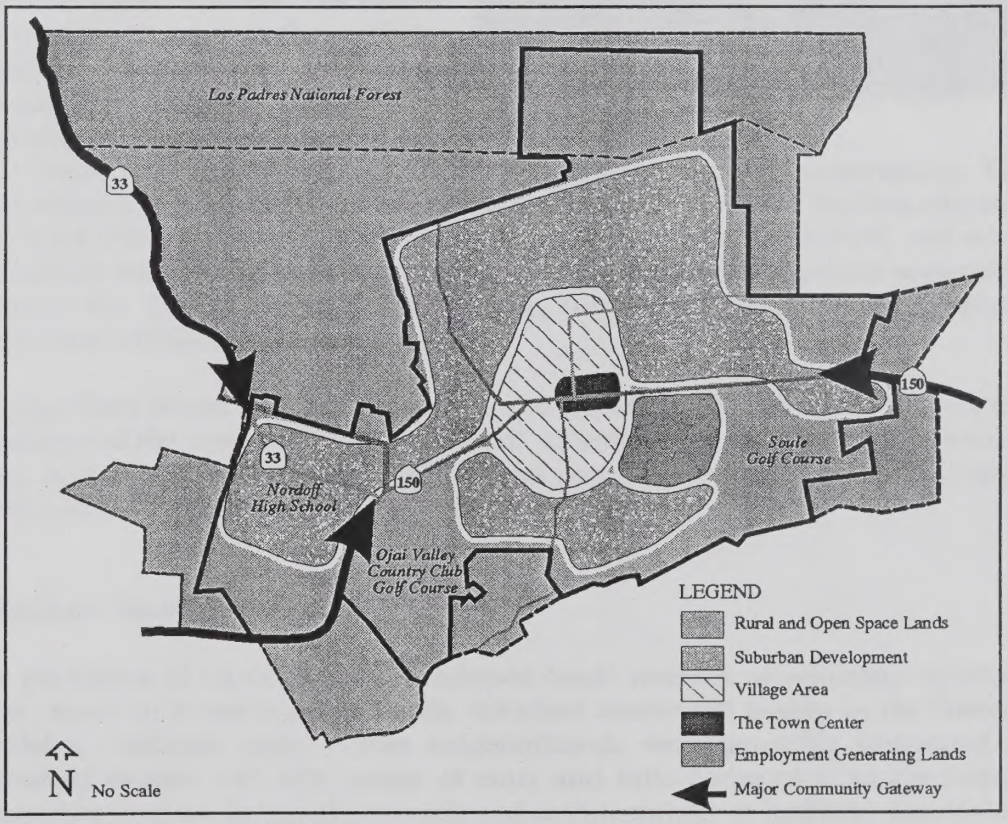
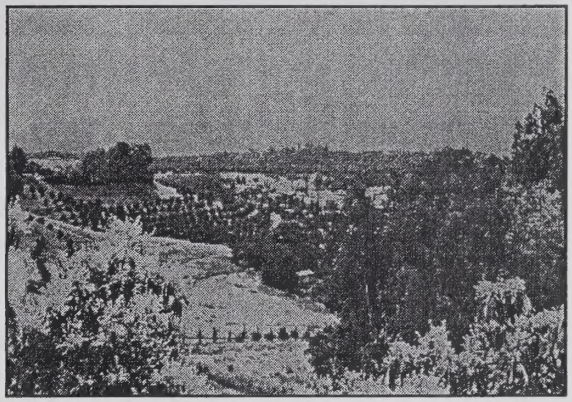


Figure 5 - Community Structure

It is the intent of the General Plan to retain the community's existing land use structure. This structure is depicted in the General Plan Land Use Plan which outlines the general distribution of land uses that, along with the Land Use Element text, define the types and intensities of uses, densities, standards and, in some cases, the conditions under which the uses are considered to be appropriate.

The Land Use Plan carries out the community's goal to guide future development and manage growth in a way that promotes the heath, safety, and welfare of Ojai residents. A copy of the Land Use Plan is provided in a map pocket at the end of the General Plan.

Rural and Open Space Lands



The Ojai Valley

One of the most unique characteristics of Ojai is that the edge of development is defined by an abundance of open land which surrounds the community. Physically, Ojai is bordered on the north by the Santa Ynez Mountains and the Los Padres National Forest, and on the south by Sulphur Mountain. These topographic features stand as a backdrop to the community, and add opportunities for significant views and vistas both to and from the community. The predominant development pattern along the highway corridors leading east and west from Ojai is made up of a mixture of large citrus groves, range land, and other agricultural uses. These rural and open land uses provide an important separation between the City of Ojai and surrounding communities, and are a significant component of Ojai's small town character.

It is the City's intent that the large unbroken expanses of open lands around the perimeter of the community be preserved. Development within these perimeter lands is intended to consist of agricultural open space and very low intensity development (less than 1 dwelling unit/10 acres [du/ac]).

Suburban Development

The perimeter of Ojai's existing developed lands consists of suburban development, much of it newer single family detached residential homes in the familiar Southern California style. These neighborhoods were generally developed as individual entities with few points of entry and little connection to the overall community, and are designed physically and architecturally to facilitate automobile travel. There is no easy connection to walking/bicycle paths, trails or designated bicycle lanes leading into the center of town. The lack of street trees and the presence of tract housing, including sidewalks at curbs, serves to further disconnect some of these developments with the character of Ojai. It is the city's intent not to repeat this style of development.

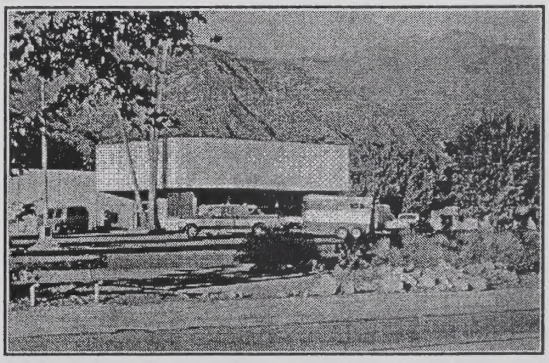
There are, however, some excellent examples of suburban neighborhoods within Ojai, which will serve as models for future neighborhoods. The "Arbolada" is a subdivision that, at one time, comprised the outer edge of the developed town. Its rock and tree-lined streets meander with the topography and serve to tie a diverse collection of older and newer homes together with a strong "sense of place" that is unmistakably Ojai.



The Arbolada

In addition to the Arbolada, older residential neighborhoods in the vicinity of the downtown can serve as models for future development. These neighborhoods exhibit a grid street pattern, and were built by individual contractors, meaning that each home is a unique architectural statement, even though many of these neighborhoods consist of modestly sized homes. The elimination of tract housing with its repetitive architecture is key to preserving Ojai's unique small town character.

There is also a substantial amount of suburban commercial development that is distinguished by large front setbacks and parking between the street and buildings. Most of this development occurred during the past 30 years, and is located on the perimeter of the community at the west and east ends of Highway 150. In addition, one such area of suburban style development can be found just to the west of the town core. This area is composed of grocery, banks, restaurants, and other related commercial uses. The large building setbacks and street-oriented parking make the area unfriendly to pedestrians and bicyclists, and creates an unfortunate barrier between the neighborhood to the west and the town center to the east. The General Plan strives to avoid recreating this style of commercial development. Instead, the General Plan intends that new commercial development be small in scale, and similar in character to commercial development found in and around the downtown area. In these areas, buildings are close to the street, and encourage pedestrian and bicycle access between buildings.



Suburban Commercial Development

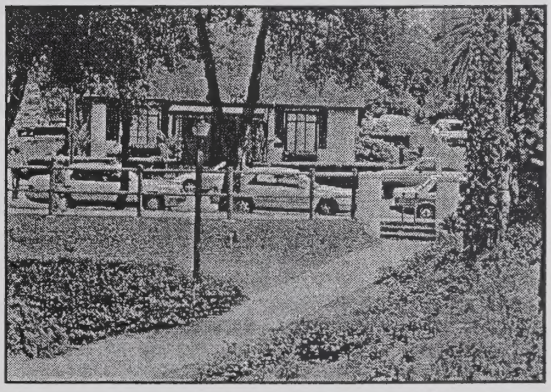
Village Area

As one approaches the downtown area from almost any side street, buildings become noticeably more dense, as lots become smaller and lot coverage increases. Building setbacks lessen, and residential uses are mixed in with a variety of low intensity commercial uses, such as lodging, realty, small medical and other service-related office space, as well as some retail shops, such as antique stores and art galleries.



Village Development

The architecture of these areas varies widely, and includes a mix of building types and styles, from old Victorian and Craftsman houses to small masonry commercial buildings. Where walking paths or sidewalks are present, they are typically narrow, and often of dirt, gravel or asphalt. Trees are abundant and street improvements have often been made to accommodate them, diverting curbs and walks around the trunks and roots to assure their survival. The General Plan aims to preserve the existing character and design of these areas.



Commercial Development within an Established Ojai Neighborhood

The older residential neighborhoods in the central portion of Ojai reflect a traditional style of development which is currently enjoying a revival throughout the United States, and which the City wants for its newer neighborhoods. These traditional or "neotraditional" neighborhoods feature a grid street system, and tend to de-emphasize the presence of automobiles by using narrower street sections than are typically found in suburban style developments. The design of individual houses also supports de-emphasizing the role of automobiles by reducing the visual prominence of the garage, often placing the garage at the rear of the lot with access provided via an alleyway. Rather than being mass produced as part of a large scale tract, housing in these older neighborhoods tends to be more individual. Although they are not necessarily large or lavish, each house has a unique architectural design that is not repeated throughout a

neighborhood as it would be in a suburban subdivision. It is this traditional style of development that Ojai desires for its future.

Commercial development within this area is pedestrian in scale, unique in their use (art galleries, bed and breakfast) or focused at serving the personal service needs of the surrounding neighborhoods. It is this style of mixed-use development that Ojai desires for its future.

The Town Center

Found primarily in and around Ojai's historic downtown, the area's development pattern is characterized by smaller, contiguous buildings located at the immediate edge of the public right-of-way. These smaller buildings with many shop storefronts and entries ensure a busy pedestrian atmosphere. Most of the buildings in and around the town core are low-lying, one and two story structures of plaster, wood or masonry exterior.



The Arcade at the Town Center

The strength of Ojai's town core as a memorable place can be attributed to the vision of Edmond Drummond Libbey, whose financial support in the early 1900s resulted in the formalized plan for the town centered on a civic park and small commercial district. It is the intent of the Ojai General Plan to preserve this focus on a civic park (Libbey Park), and to retain the small size of the central commercial district. The architecture of the downtown's key structures includes the arcade, which brought together a row of diverse commercial buildings behind an elegant Spanish colonnade, and the post office, whose tower serves as a visual landmark to signify arrival at the center of town. Although many intrusions and diverging styles have been developed in and around this center, the images of these two structures as a relaxed but elegant backdrop to the park are so strong that their impression seems to leave little room for anything else. New development within the downtown area is to be smaller in scale than these structures, and should not compete for visual prominence with them. New development should also incorporate the pedestrian-friendly design of the traditional downtown, with buildings set at the sidewalk and parking located behind.

In most circumstances, there is a sharp line of delineation between the "village" areas around the town center and the center itself. Often, a transition in street

width and improvements can be seen at the point of transition, corresponding with a change in building type and lot coverage, which does well to emphasize the ending of one district and the beginning of another.

It is the community's intent to recognize the significant impact that a traditional downtown has had on Ojai's image as a small town by ensuring that new development be compatible with the area's historic and architectural features, as well as the civic and cultural focus the area provides to the community. Through the implementation of General Plan policies, Ojai will strive to retain the Town Center's importance as a traditional downtown for the enjoyment of visitors as well as residents.

Employment-Generating Lands

To the east of Libbey Park, southeast of the downtown area, is an area of small industrial uses, as well as a larger modern business park. Industrial development outside of the business park primarily consist of small uses on individual lots. Immediately east of Libbey Park are areas zoned for manufacturing use that are primarily residential in character, as well as areas that consist of a mix of residential and industrial uses. It is the intent of the General Plan to both protect existing residential uses, as well as to allow for an expansion of employment opportunities by establishing:

- expanded opportunities for home occupations to include such uses as cabinet shops, custom furniture manufacturing, artists galleries, and others;
- areas permitting a mix of residential and employment-generating uses, including establishment of appropriate development standards for these areas; and
- performance standards for industrial uses located adjacent to residential areas.

Community Features and Architectural Imagery

To achieve a successful fit with Ojai's small town character, new development should be compatible with neighboring architecture and not overshadow local community landmarks.

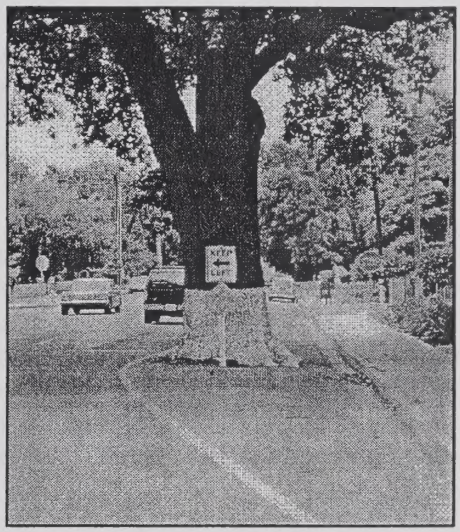
Ojai's small town character has largely been created and is anchored by the many identifiable landmark buildings, and is reflected in the type, scale of architectural features that are used throughout the community. It is Ojai's intent to use local community landmarks, as well as the architectural imagery they possess, as the palette to be used in the design of new developments. To successfully implement this approach, new development will be required to integrate existing community architectural and design features which, as identified in the General Plan, support the community's efforts to preserve the small town character.

The Ojai General Plan also identifies several special areas in the community that possess unique development and design opportunities and needs. Within these areas, Ojai's approach to land use planning is to provide conceptual designs in the implementation portion of the Land Use Element to provide project designers with a starting point from which new developments may be created that fit with the community's small town character. These conceptual designs can be found beginning on page 36 of the Land Use Element.

MAINTAINING COMPATIBILITY BETWEEN OJAI'S BUILT AND NATURAL ENVIRONMENTS

The Ojai General Plan recognizes Ojai's stewardship role in the management of the natural environment.

The Ojai Valley's natural environment is a critical component of the community's overall character. Probably the best example of the priority that Ojai places on preserving the area's natural environment and forcing man-made features to fit into that environment is the City's policy toward oak tree preservation. Large oak trees, which would be removed as part of road construction or widening projects in most cities, remain within Ojai's streets and rights-of-way as ongoing reminders of Ojai's emphasis on development fitting *around* rather than *over* the natural environment.



Oak Tree Preservation

Historical accounts of the Ojai Valley's development often refer to the wealth of resources, both mineral and natural, that could be found in the "Upper Ojai" area. As is the case for many of Ojai's current residents, those who originally settled in the area were looking for opportunity and a more healthy way of life. As time has passed, the natural beauty of the Valley has been preserved, tempering the pace and intensity of new development.

More than simply expressing an affinity for the Valley's natural environment, the General Plan is an important tool for defending that environment. The approach of the General Plan is to provide for the protection of the natural environment and those resources which comprise the character of the community recognizing that new development may be a threat to their preservation.



Beasant Meadows

Protecting the area's natural hillsides and ridge lines, as well as protecting remaining open lands, are important concerns of the General Plan, which takes a broad view of the environment, recognizing that concerns extend beyond the City's boundaries and immediate physical environment to other issues such as water resource conservation, areawide drainage and flood control,[2] solid waste management, and protection of air quality. This broad view of the environment also extends geographically, and is reflected in General Plan provisions related to regional planning and visioning programs, including programs that indirectly affect the City of Ojai.

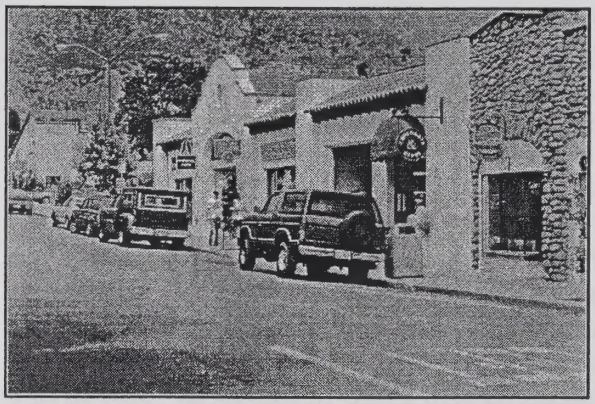
The Ojai General Plan land use approach recognizes that the City must take a stewardship role in the management of the natural environment in both Ojai and the larger Ojai Valley where impacts to natural resources would impinge on community character and the quality of life of Ojai residents. In the review of individual projects, the Ojai General Plan considers natural features such as established trees, arroyos, streambeds, meadows, hillsides, and viewshed as critical elements of a project design that are to be proactively preserved and embellished upon in the design of new development.

BALANCING SMALL TOWN LIFE WITH A VIBRANT TOURIST ECONOMY

The General Plan recognizes that Ojai residents have expressed the need to nurture and expand the range of community events that bring the community together and keep residents and families involved in local activities. Along with the physical components that comprise Ojai's small town character, the large number of community cultural activities available to Ojai residents is a significant element of its small town character and strong sense of community. For a town of its size, Ojai has an unusually active community in terms of community events, such as the Ojai Music Festival, Summer Concert Series, Ojai Tennis Tournament, PGA Seniors Golf Classic, Ojai Mexican Fiesta, and the Ojai Theater Company's "Shakespeare in the Park." Ojai also boasts extensive public and private cultural facilities, such as art galleries and studios, as well as Libbey Bowl, which houses concerts and theater productions.

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2 Identification of areas within the City that are subject to flooding is included in the Safety Element.



Tourist Oriented Business

Tourism plays a significant role in supporting these cultural facilities and activities. Over the years, Ojai's dramatic setting and small town character have attracted exclusive private schools and resorts to the area. This, in turn, has created a local market for the purchase of works produced by local artists, as well as a demand for specialty retail uses far beyond that which could be supported by Ojai's resident population. This vibrant, visitor serving economy, in turn, gives the City the ability to provide services and facilities that are not normally available in towns of Ojai's size.

While the area's visitor serving economy provides substantial benefits, it can at times, also impinge on the area's small town character by attracting large numbers of people, particularly during major events. Because the location of community, cultural, and tourist facilities encourages considerable pedestrian and bicycle activity within the Town Center, congestion in this area during major community events can be highly disruptive. In addition, residents occasionally raise the concern that Ojai's commercial sector caters too much to tourists, featuring expensive specialty goods, and sometimes neglects the daily shopping needs of local residents.

It is the intent of the General Plan to both enhance the City's ability to continue to foster the community spirit that major events bring to the community, as well as to provide opportunities for new business which cater to local needs to grow and become successful. The City will continue to tap into the community's volunteer resourcefulness to ensure community events are a part of, but are not imposed on Ojai's small town character. Implementation of the Village Mixed-Use land use designation will provide opportunities for new locally serving businesses, and improve pedestrian accessibility within the City's town center without negatively impacting the City's small town character.

MANAGING THE PACE OF GROWTH AND DEVELOPMENT

The pace of development in the 1970s alerted the City of Ojai to the problems of rapid growth -- degradation of air and water quality, congested streets, and an inability for area public services and facilities to keep up with increasing demands. Mass produced suburban housing tracts with their repetitive architecture nearly replaced traditional neighborhoods as the predominant housing type within the City. Unconstrained growth threatened to forever change the small town character that made Ojai such an desirable community and had attracted such an interest in

development. Thus, in 1979, the City adopted residential growth controls to manage the pace of single family and multiple family development. Affordable housing projects, such as the recently completed 21 unit Montgomery Oaks development, were exempted from residential growth controls.

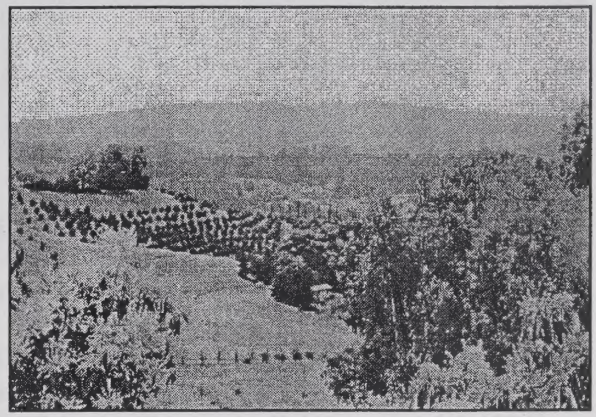
Through the 1980s, commercial development continued. It became apparent that air and water quality were still threatened, traffic congestion continued to mount, and public services and facilities still struggled to maintain pace with the area's rate of growth. Commercial centers were being developed at a rate faster than the City's rate of population increase, and as commercial development expanded in a nearly continuous corridor along Ojai Avenue, the vitality of the downtown area was at risk. In addition, Ojai's overall small town character was threatened as the City became increasingly commercial in nature, and the City's commercial base tilted toward serving the area's tourist population. Thus, in 1991, the City adopted commercial and office growth controls to tie the rate of commercial and office development within the City to the City's rate of population growth.

The purposes of the City's growth control ordinances remain valid today, and it is the intent of the General Plan that growth controls remain in effect as long as is necessary to ensure the following:

- Community features and attributes of Ojai's small town character are protected.
- Quality of life and open space areas within the City of Ojai are preserved.
- Public services and facilities are able to serve both existing and new development in an economical manner within present and future budget constraints.
- New development not overburden the area's transportation facilities, nor require the widening or construction of new roadways in a manner inconsistent with the preservation of significant community or environmental features or attributes.
- A balance of housing types are available to accommodate all economic segments of the community, including older persons on fixed incomes.
- A balance is maintained between the City's residential, commercial, and office sectors, protecting the community from becoming essentially commercial or tourist oriented.

INTEGRATING OJAI'S VISION WITH ACTIONS TAKEN BY OTHER AGENCIES

The City of Ojai is not an island, but is part of a larger valley community, and has a population that is smaller than that of surrounding unincorporated areas. The overall valley community encompasses large areas of unincorporated County lands, including the mountainsides and agricultural lands that are a critical component of the Ojai's picturesque setting and small town character.



The Ojai Valley

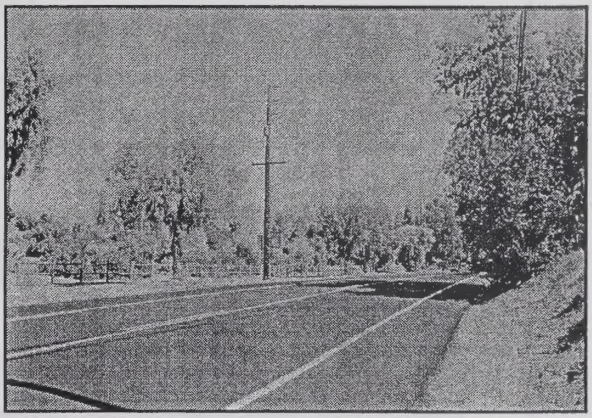
Through its "Guidelines for Orderly Development" and the Ojai Valley Area Plan, Ventura County has established a means for coordinating its land use planning activities with those of the City within its adopted "sphere of influence" and "area of interest." However, Ojai's existing adopted "sphere of influence" and "area of interest" do not encompass all of the areas of concern to the future well-being of the City[3]. Where needed, the policies and programs of the Ojai General Plan are directed to these additional areas of concern outside of the formal boundaries established by Ventura County and the County Local Agency Formation Commission (LAFCO).

Because Ojai is situated in an enclosed valley with substantial unincorporated lands and a significant unincorporated population, actions taken by Ventura County within these unincorporated areas can have a profound impact on the City and its residents' quality of life. Development within unincorporated areas escalates traffic volumes along City streets, increases demands on City parks and other public facilities, such as libraries and schools, and often introduces impacts that are incompatible with Ojai's small town character.

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3 Sphere of influence refers to the area adopted by the County LAFCO, comprising the City's "ultimate boundaries." According to County policy, the City is to be primarily responsible for land use planning within its sphere, and applicants for development will be encouraged to annex their properties into the City. The "area of interest" is an area established by County policy within which applications for land use permits are referred to the City for review and comment. Within the area of interest, the County is primarily responsible for land use planning, and urban development is to be limited to existing communities as designated on the County General Plan.

In addition, major development upwind of Ojai along the State Highway 33 corridor can significantly impact air quality within the City of Ojai. Apart from simply monitoring regional programs that might have an affect on the General Plan study area, new regional planning efforts have and will demand that local agencies provide the necessary data and feedback relative to their planning activities. Since much of what is decided at the regional level is based on data generated by individual participating cities, Ojai's approach will be not only to participate in providing information about the City, but also to actively monitor and comment on the conclusions reached.



Highway 33

In the past, Ojai residents and the City studied the feasibility of establishing a "valley-wide city." While this concept was found to have merit as a tool for ensuring coordination of land and environmental management policies in the Ojai Valley, the concept was found to be economically infeasible. In addition, the residents of smaller unincorporated communities, such as Meiner's Oaks, wished to retain their separate identities. As a result, the Ojai General Plan emphasizes coordination and cooperative actions between agencies. The role of the City's General Plan in addressing land use and land and environmental management policy outside of the present City limits is to mitigate potential impacts of development and other activities occurring within the unincorporated portions of the Ojai Valley, and to provide a basis for cooperative action between the City and Ventura County.

The City will insist that local valley-wide interests be protected and that County planning programs reflect local conditions and valley wide community values.

While management of land use and roadway capacity along State Highway 33 between Ventura and the Ojai Valley is critical to Ojai's future, it is largely in the hands of Ventura County and Caltrans. Decisions made by the County to permit development along the corridor, as well as decisions by the County and Caltrans to increase the capacity of the State highway or to defer such efforts have the potential for creating widespread changes in Ojai's quality of life by reducing or increasing the ease of commuting to work in Ventura, or by eliminating or exacerbating a fundamental development constraint.

Thus, the City of Ojai will work both on the local and valley-wide levels to enhance local valley resident's representation in regional planning efforts. In working with the County of Ventura, the City will insist that *local, valley-wide* interests be protected and that County planning programs reflect local conditions and valley wide community values.

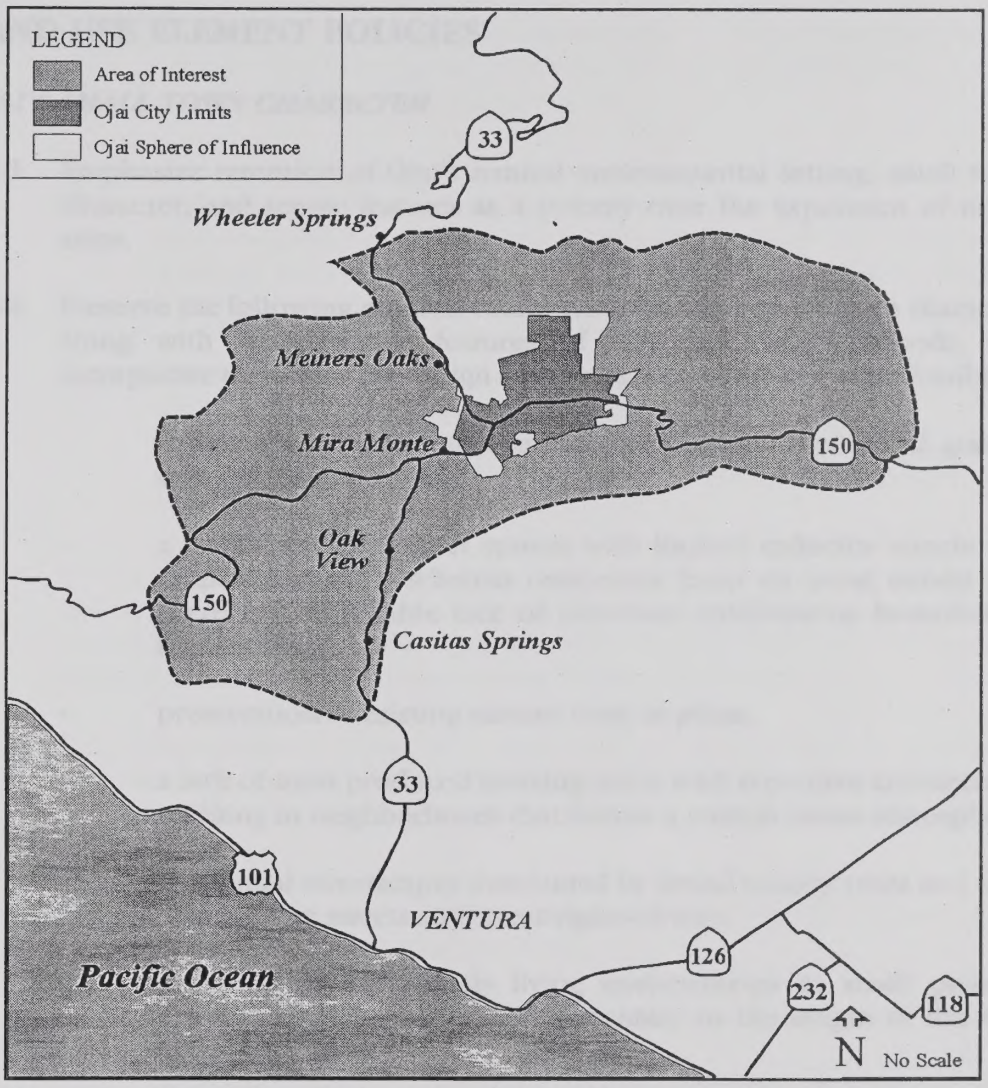


Figure 6 - General Plan Study Area and Area of Interest

It is Ojai's vision that the City and its individual communities and neighborhoods need not abandon their local social values in pursuit of a "greater" regional good, and that no one group should have to accept the brunt of the impacts of a regional solution, nor should any group be forced to accept the brunt of other's possible inaction toward a solution. It is thus a guiding tenet of the Ojai General Plan that both the benefits and impacts of management decisions related to land use, environmental regulation, and traffic flow need to balance regional and citywide needs with the needs of the City's individual neighborhoods. Likewise, it is not appropriate for a jurisdiction, neither the County nor the City, in approving a development project, to *internalize* the benefits of development, and *externalize* the related impacts.

LAND USE ELEMENT POLICIES

PRESERVING OJAI'S SMALL TOWN CHARACTER

LU-1 Emphasize retention of Ojai's natural environmental setting, small town character, and scenic features as a priority over the expansion of urban areas.

LU-2 Preserve the following physical components of Ojai's small town character, along with the desirable features of individual neighborhoods, and incorporate them into the design of new development wherever feasible.

- a well-defined urban area surrounded by open spaces and grazing and agricultural lands;
- a traditional grid street system with limited collector streets and arterial highways, wherein residences front on most streets and there is a noticeable lack of suburban subdivisions bounded by block walls;
- preservation of existing mature trees in place;
- a lack of mass produced housing tracts with repetitive architecture, resulting in neighborhoods that feature a custom home atmosphere;
- residential streetscapes dominated by broad canopy trees and oaks within some streets and street rights-of-way;
- provision of multi-family living environments in small projects distributed along or in close proximity to the length of the Ojai Avenue corridor;
- retention of a feeling of "openness" and preservation of views of the hills and mountains which form the Ojai Valley, defining the extent of urban development, as well as preservation of the natural character of these hillside areas;
- preservation of significant community monuments such as Libbey Park, the arcade, and the post office, as well as the visual prominence of these features within the downtown area;
- a traditional small town downtown which is pedestrian friendly, of higher intensity than the balance of the community, and which has a unique historical architectural character;
- a generally low profile form of development;

- a clear lack of corporate architecture in the area's commercial sector, emphasizing instead distinct architectural forms within various commercial neighborhoods;

- commercial signage which is integrated into the overall site and architectural design of the projects they identify, whose materials are compatible with adjacent architecture, and which portrays its message in an unobtrusive manner in the minimal amount of space feasible;

- an emphasis on the retention of natural landforms and the natural environment over its conversion to urban forms; and

- an emphasis on ease of pedestrian and bicycle access and transportation.

LU-3 Maintain an inventory of land uses that provides diverse economic, social, and cultural opportunities; reinforces the characteristics that make Ojai a desirable place to live; and integrates complementary land uses in a manner which minimizes vehicle miles traveled within the community.

LU-4 Create and maintain places and opportunities for the residents of Ojai to interact, exchange ideas, and realize common goals of a unified community. Integrate plazas and focal points into new commercial and multiple family developments.

LU-5 Promote a mix of urban and rural residential neighborhoods which encompass a range of housing types that:

- provide a refuge from the congestion of nearby metropolitan areas;

- are visually attractive and compatible in intensity, dwelling unit size, and structural design with the need to protect the community's small town character;

- provide adequate housing opportunities to meet the needs of present and future Ojai residents; and

- protect the density and character of existing residential neighborhoods, avoiding large concentrations of multiple family developments by distributing such developments into an adequate number of smaller-sized multiple-family housing sites adequate to meet the City's housing objectives for all economic segments of the community

LU-6 Maintain an adequate inventory of commercial lands for the provision of goods and services to the community that:

- meets the needs of Ojai residents and visitors without increasing the present proportion of commercial and office development (other than which is within the Maricopa Specific Plan) to the City's residential population;

- contribute to a sound local economic base; and

- are visually attractive and compatible in intensity, building scale, and architectural design with the community's natural environment and small town character.

LU-7 Promote a mix of attractive, employment-generating business park and industrial land uses that provide a sound and diversified economic base, and that are compatible with the community's overall small town character.

LU-8 Within commercially viable agricultural areas, permit only land uses which are oriented toward maintaining the long-term viability of agriculture and require minimum parcel sizes consistent with long-term agricultural use.

LU-9 Ensure that all extensions of public services and facilities to facilitate land use changes are accomplished in a manner consistent with the provisions of the Ojai General Plan.

- Prohibit the extension of urban services into areas designated for agricultural, open space, or rural uses.

- Ensure that existing residents and businesses are not burdened with either the capital or operations and maintenance costs of public services and facilities needed to serve new development.

LU-10 Require that new developments be at an appropriate density or intensity based upon compatibility with the majority of existing surrounding uses.

- As part of the development review process, treat the densities and intensities outlined in the Land Use Element for specific designations as the *maximum* allowable, and do not approve the maximum allowable density or intensity unless the proposed project is consistent with provisions of each of the elements of the Ojai General Plan.

- Require that adequate buffering and transitions be provided between dissimilar uses.

- Where a question of compatibility exists, require the new use to conform to the lower intensity.

- As part of the development review process, new development or the alteration of existing development is to be viewed not only as a freestanding object, but also as part of a street, neighborhood, and as part of the entire community.

- Require that the bulk and massing of new structures relate to the prevailing or planned scale of adjacent development.

- Require that setbacks from streets relate to existing setbacks along the street, the scale of the structure, and the desired character of the development.

- Require that new development respect the views of existing developments; provide view corridors which are oriented toward existing or proposed community amenities, such as parks, open spaces, and natural features.

LU-11 Limit the intensity of new development to that which is consistent with the long-term availability of the resources needed to support existing and future developments, as well as can be supported by adequate public services and facilities within present and reasonably foreseeable budget limitations.

- Permit new developments only where and when adequate water and sewer infrastructure can be ensured by providing systemwide infrastructure improvements in advance of needs. Where construction of master planned facilities is not practical in advance, permit the construction and use of on-site facilities only to the extent that future construction of the master planned facilities will not be jeopardized[4].

- Ensure that new development will not exacerbate congestion problems along State Highway 33 between Ojai and Ventura or along local roadways.

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4 Within low and very low density residential areas, septic tanks may be used for sewage disposal in lieu of community sewer system, subject to applicable health requirements.

MAINTAINING COMPATIBILITY BETWEEN OJAI'S BUILT AND NATURAL ENVIRONMENTS

LU-12 Recognize Ojai's natural environment as a key community asset, and establish a system wherein the natural environment will be protected not only as an amenity for the developed portions of the City but also because of a sense of responsibility and commitment to good stewardship of the natural environment.

LU-13 Ensure that new development is consistent with the provisions of the Ojai General Plan Open Space, Conservation, Safety, and Noise elements.

LU-14 Limit the intensity of development within existing open space lands that are not committed to long-term open space to that which is consistent with their environmental values, sensitivity of specific environmental features, and their contribution to the overall small town character of the community.

LU-15 Improve traffic flow and eliminate traffic congestion through a combination of limiting land use intensity and expansion of roadway capacity where such expansion is compatible with the environmental values (i.e., preservation of Ojai's small town character, oak tree preservation, etc.) expressed in the General Plan and with the need for preserving Ojai's small town character.

LU-16 Limit the use of land within the occupied habitats of rare, endangered plant or animal species to permanent open space.

BALANCING SMALL TOWN LIFE WITH A VIBRANT TOURIST ECONOMY

LU-17 Recognize and support visitor serving uses as an integral part of community life, and ensure that visitor serving uses and activities are designed and managed in such a manner that they are secondary to Ojai's small town character and identity as a desirable place to live.

MANAGING THE PACE OF GROWTH AND DEVELOPMENT

LU-18 Limit the rate of residential, commercial, and office development as necessary to:

- preserve the attributes and physical features which comprise Ojai's small town character as expressed in the General Plan;
- maintain a balance between the expansion of the City's population and its commercial and office sectors, as well as between the City's local and tourist economies;

- ensure the adequacy of public services and facilities, including schools, and avoid exacerbating congestion on area roadways and regional highways; and

- protect vital resources such as air and water quality.

INTEGRATING OJAI'S VISION WITH ACTIONS TAKEN BY OTHER AGENCIES

LU-19 Establish a sound basis for the City of Ojai to work with Ventura County, Caltrans, and other public service agencies to ensure that actions taken by these agencies do not adversely affect Ojai's quality of life or its unique small town character.

- Identify opportunities for joint programs to further common interests in a cost efficient manner.

- Assist agencies providing services within the City of Ojai, as well as agencies involved in land use, transportation, and the provision of public services and facilities within unincorporated areas adjacent to the City to understand the importance and physical components of, as well as the potential impacts of their actions on preserving Ojai's small town character.

- Work with agencies providing services within the City of Ojai, as well as agencies involved in land use, transportation, and the provision of public services and facilities within unincorporated areas adjacent to the City to resolve differences in the interests and concerns that might exist between them and the City of Ojai.

LU-20 Maintain a system of inter-jurisdictional communications and development review that respects the values of adjacent communities and that equitably distributes both the benefits and impacts associated with a proposed project.

LU-21 Establish and maintain a local data base for use in local, county, and regional planning efforts. Through monitoring of regional planning activities, ensure that information is used to provide an understanding of the regional implications of local land use decisions and the local implications of regional land use decisions.

IMPLEMENTATION AND MONITORING PROGRAM

INTRODUCTION

The Ojai General Plan Implementation and Monitoring Program describes the specific actions necessary to implement the community's vision as expressed in General Plan goals, objectives, approach, and strategies. Where appropriate, the program uses a "checklist" style format to help guide City decision makers, project designers, and the public through the General Plan implementation and monitoring process. The Implementation and Monitoring Program is organized into five separate components (see box at right).

Implementation and Monitoring Program Components

- ✓ *Development Review*
- ✓ *Intergovernmental Coordination and Community Involvement*
- ✓ *Special Studies and Programs*
- ✓ *General Plan Review and Update*
- ✓ *Implementation Monitoring*

DEVELOPMENT REVIEW

The Development Review component presents a comprehensive set of development review criteria to be applied to new planning, public improvement, and development projects within Ojai. The development review criteria are used to help determine the consistency of proposed new development with policies contained in the Ojai General Plan Land Use Element. The criteria has been developed to answer the following fundamental questions:

- ✓ Is the project consistent with the General Plan designations and Land Use Map?
- ✓ Has the project been included within the residential or commercial growth allocations as determined by the Ojai Growth Management Plan?
- ✓ Does the project meet General Plan public facilities performance standards?
- ✓ Is the project consistent with City wide or specific area design concepts and planning principles?

Is the Project Consistent with the General Plan Designations and Land Use Map?

All developments will be reviewed to determine whether proposed land uses are consistent with the site's General Plan Land Use designation. An initial determination can be made by comparing the proposed land use with the specific location on the General Plan Land Use Map. Development projects, whether new or expansions to existing uses, are permitted by the development intensity of their site as indicated on the General Plan land use map and as listed below. Development intensities outlined in the General Plan Land Use Element may be permitted ***only if*** the proposed project is consistent with all relevant policies, review criteria, and approach contained in the General Plan and all relevant standards contained in the Development Review Program.

The identification of a maximum intensity on the General Plan Land Use Map does not imply that all parcels could be developed at their maximum intensity or that any specific parcel is entitled to the maximum intensity.

The Ojai General Plan Land Use map is located in a map pocket at the end of the General Plan.

Agriculture

Agriculture (AG): The primary purpose of areas designated as Agriculture is to provide for agricultural uses and related open land uses which are considered to be an important environmental and economic asset to the City of Ojai. In addition, the Agriculture designation is intended to preserve lands best suited for agricultural activities from the encroachment of incompatible uses; to prevent the intrusion of urban development into agricultural areas in such a manner as to make agricultural production uneconomical or impractical; to provide appropriate areas for certain open uses of land which are not injurious to agricultural uses but which may not be harmonious with urban uses; and to promote the public interest by encouraging, preserving, and protecting such uses within the General Plan study area. Uses include those which are associated with the commercial production or preprocessing of agricultural crops or livestock, along with limited residential uses.

Primary Use:	*Agricultural*
Acres:	*642.88*
Maximum Use Intensity:	*1 du/10 acres*
Population Intensity:	*0.23 person/acre*

Residential

Very Low Density Residential (VLR): The primary purpose of areas designated Very Low Density Residential

Primary Use:	*Single family residential*
Acres:	*974.69*
Maximum Use Intensity:	*0-1 du/acre*
Population Intensity:	*2.3 persons/acre*

**Minimum lot size may apply as indicated on the General Plan land use map.*

is to provide a quasi-rural atmosphere for individuals and facilities who desire a high degree of freedom and independence from their neighbors and yet maintain the benefits associated with City services. This designation is typically found around the edges of the community and is used as a transition to protected natural features such as the Los Padres National Forest, surrounding hillsides, and active agricultural and farming operations. Uses include single family residences on a single lot, the keeping of large animals, and individual private recreation facilities.

Low Density Residential (LR): The primary purpose of areas designated as Low Density Residential is to provide for a transition from lower density quasi-rural areas within the General Plan study area to more urban uses. Uses include detached single family residences on a single lot, the keeping of large animals, and individual private recreation facilities.

Primary Use:	*Single family residential*
Acres:	*483.60*
Maximum Use Intensity:	*1-2 du/acre*
Population Intensity:	*4.6 persons/acre*

Medium Density Residential (MR): The primary purpose of areas designated as Medium Density Residential is to provide for a single family development within a neighborhood context. This designation includes both custom and tract styles of residential development. The Medium Density Residential designation provides a transition of uses from low to higher residential densities and family residences on a single lot. Uses include detached single family residences on a single lot.

Primary Use:	*Single family residential*
Acres:	*432.57*
Maximum Use Intensity:	*3-4 du/acre*
Population Intensity:	*9.25 persons/acre*

Medium High Density Residential (MHR): The primary purpose of areas designated as Medium High Residential is to provide for an area of transition from single family densities to those found in the Village Mixed-Use designation. This designation includes single family residential on individual lots up to eight attached dwelling units on a parcel.

Primary Use:	*Attached single, family residential*
Acres:	*140.23*
Maximum Use Intensity:	*up to 8 du/acre*
Population Intensity:	*18.5 persons/acre*

High Density Residential (HR): The primary purpose of areas designated as High Density Residential is to provide for the orderly development of high density, multiple-family residential development in a manner that will be compatible with surrounding properties and protect neighborhood character and values. It is intended that this designation be located on the periphery of less

Primary Use:	*Multiple family residential*
Acres:	*3.75*
Maximum Use Intensity:	*up to 15 du/acre*
Population Intensity:	*34.6 persons/acre*

intense residential areas and adjacent to major or secondary streets, shopping areas, or other intense land uses. This designation includes detached single family residences on a single lot, single family attached units, as well as multi-family development.

Special Housing Overlay (SPL): The primary purpose of areas designated Special Housing Overlay is to identify lands which are appropriate for the development of affordable housing. Projects within the overlay areas may be developed using density increase incentives up to a maximum density, or may be developed within the requirements of the underlying designation. Typical use include the development of senior housing, affordable housing, single resident occupancy facilities, public and private institutional housing, as well as public and private shelters or transitional housing. This designation includes all types of housing units, although medium to high residential densities are considered to be typical.

Unless otherwise stated, the development of units within the Special Housing designation for the purposes described above are considered to be exempt from growth control policies included in the General Plan.

Commercial

General Commercial (GC): The primary purpose of areas designated as General Commercial is to provide appropriately located areas for the general shopping and commercial service needs of the area residents and workers, as well as the needs of highway users and tourists. Appropriate uses include a range of common retail and personal service uses, specialty, offices, highway oriented uses, financial institutions, hotels and motels, and art and studio facilities.

Primary Use:	*Commercial and office uses*
Acres:	*45.27*
Maximum Use Intensity:	*0.50 FAR*

Downtown Commercial (DC): The primary purpose of areas designated as Downtown Commercial is to provide for the establishment of commercial and office related land use types which recognize and are compatible with the historical small town nature of Ojai's downtown Arcade area. Appropriate uses include a wide variety of commercial uses, emphasizing specialty retail and office uses. Typical uses include specialty retail (e.g., handcraft shops, art galleries, bookstores, curio/antique stores, and flower shops), commercial services, professional and business offices, restaurants, markets, cultural facilities, financial institutions, and bed and breakfast inns.

Primary Use:	*Specialty commercial*
Acres:	*9.66*
Maximum Use Intensity:	*1.50 FAR*

Manufacturing

Commercial Manufacturing (CM): The primary purpose of areas designated as Commercial Manufacturing is to provide for a broad range of manufacturing and commercial uses which are complementary to one another. Typical uses include light manufacturing, commercial sales and services in support of light manufacturing, and warehouse and distribution facilities.

Primary Use:	*Limited manufacturing and complementary commercial*
Acres:	*29.24*
Maximum Use Intensity:	*0.45 FAR*

Manufacturing Planned Development (MPD): The primary purpose of areas designated Manufacturing Planned Development is to provide for industrial manufacturing, research and development, and office based firms seeking an attractive pleasant working environment within a master planned industrial park development. Appropriate uses include those which can be made compatible with other uses within the community in terms of generation of noise, dust, odors, vibration, glare, air pollutant emissions, traffic and transportation, and the generation and storage of hazardous materials. Typical uses include light manufacturing and assembly, small-scale warehousing and distribution, and research and development. In addition, restaurants, delis, administrative offices, and other business support uses may be permitted.

Primary Use:	*Limited industrial and manufacturing*
Acres:	*18.72*
Maximum Use Intensity:	*0.45 FAR*

Mixed-Use

Village Mixed-Use (VMU): The primary purpose of areas designated as Village Mixed-Use is to provide the opportunity for development of commercial and residential mixed-use projects close to local services and facilities and which foster the use of alternative modes of circulation such as pedestrian or bicycles. Commercial uses allowed within Village Mixed-Use designated areas are intended to serve the needs of the local residents, support the local artist community, and promote community interaction.

Primary Use: *Mixture of commercial and residential.*

Acres: *58.98*

Maximum Land Use Intensity:

Use	*FAR*	*Dwelling Units*
Commercial only	*0.50*	*--*
Residential only	*N/A*	*8 du/acre*
Live/Work	*0.50*	*8 du/acre*
Comm/Residential	*1.0*	*8 du/acre*

Population intensity ranges from 9.2 persons acre to 18.5 persons/acre.

Within Village Mixed-Use areas, appropriate uses include medium density residential, medical and professional offices, personal services, delis, coffee houses, small cafes, repair shops, florists, music and dance studios, art galleries and studios, artist "live work" combinations, and other uses which are found to be consistent and not more objectionable or detrimental to the general welfare of the surrounding neighborhood.

Public/Quasi-Public

Institutional, Recreational (IR): The primary purpose of lands designated as Institutional, Recreational is to provide for a variety of uses and activities which have an overall institutional or recreational character, and which will have a non-commercial impact on public services and facilities. Because of the sensitive location of IR-designated lands at a primary entry to the City, provision of substantial open space buffers will be necessary. Typical uses include public and private educational facilities, churches, golf courses, cultural and social service facilities, and hotels.

Primary Use:	*Educational, institutional, and recreational open space uses*
Acres:	*614.63*
Maximum Use Intensity:	*0.18 to 0.25 FAR*

Public/Quasi-Public (P): The primary purpose of lands designated as Public is to provide adequate space for the conduct of public and institutional activities within the community. Typical uses include governmental offices and facilities, churches, and cultural facilities.

Primary Use:	*Governmental and institutional uses*
Acres:	*405.83*
Maximum Use Intensity:	*Variable*

Open Space

Open Space/Resource (OSRE): The primary purpose of lands designated as Open Space/Resource is to provide areas for the preservation of environmental, historical, or cultural resources, managed production of natural resources, and protection of the public health and safety.

Within areas designated as Open Space/Resource, only uses consistent with the preservation of local environmental, cultural, or historical resources, production of natural resources, and the protection of the public health and safety may be considered appropriate subject to applicable City of Ojai General Plan policies and ordinance provisions. Typical uses include open space preserves, dedicated open space, streams, rivers and open drainage easements, trails, rural campgrounds, nature preserves and sanctuaries, nature parks and demonstration gardens, historic buildings, sites, or cemeteries, agriculture, and very low density residential uses, as well as limited mining or excavation of natural resources.

Primary Use:	*Natural open space and dedicated natural recreation and resource areas*
Acres:	*1,110.09*
Maximum Use Intensity:	*Intensity is governed by the individual character of each site. Residential density ranges from 1 du/10 acres to 1 du/80 acres as indicated on the Ojai General Plan Land Use Map.*
Population Intensity:	*Ranges from 0.03 person/acre to 0.23 person/acre.*

Specific Plan

Specific Plan Development (SPD): The primary purpose of lands designated as Specific Plan Development is to provide an opportunity in which all residential land uses are considered to be appropriate, as well as support uses (i.e., open space and recreation, public facilities, commercial, and all employment generating uses) that may be appropriate subject to applicable General Plan policies and Ojai City ordinances.

Primary Use:	*Variable*
Acres:	*N/A*
Maximum Use Intensity:	*Land use intensity shall be determined through the development review process. In all cases, the overall intensity shall be compatible with adjacent, existing, and planned land uses.*

Land Use Assumptions

Land Use Inventory: *The City of Ojai maintains a land use data base and geographic information system (GIS) for all parcels within the General Plan study area.*

Area Measurements: *All land use areas included in the General Plan are measured in net acres. Net acre includes parcel acreage less dedicated street rights-of-way prior to development.*

Maximum Land Use Intensity: *Residential maximums are based on the number of dwelling units per each acre on land. Non-residential maximums are based on a "floor area ratio" or FAR. FAR includes the floor area of the building divided by the net lot area.*

$$\text{Example: } \frac{\text{Building Floor Area}}{\text{Net Lot Area}} = \text{Floor Area Ratio}$$

Population Intensity: *Population intensity is based on average of 2.43 persons per household, with a projected vacancy rate of 5 percent.*

Probable Build Out: *The build out of the General Plan is assumed to be the eventual use of all land within the General Plan study area according to assumption factors contained in the Ojai General Plan Environmental Impact Report.*

Probable Build Out Intensities:

City of Ojai Population (at build out based on 2.43 persons per household, with a projected vacancy rate of 5 percent):	*9,327 persons*
City of Ojai Dwelling Units (at build out):	*3,838 units*
Probable Build Out Horizon Year (11 du/year for entire study area):	*Year 2050*

Figure 7 - General Plan Land Use Assumptions

Development within areas designated as Specific Plan Development is to be processed through the use of a specific plan pursuant to Government Code Section 65450, or similar mechanism. In addition, development within this designation

must provide a greater level of community amenities and cohesiveness, achieve superior design, and create a more desirable living environment than could be achieved through conventional subdivision design and requirements.

Has the project been included within the residential or commercial growth allocations as determined by the Ojai Growth Management Plan?

The Ojai Growth Management Program is included in Title 10, Chapters 6 and 11 of the Ojai Municipal Code.

The City of Ojai has a Residential and Commercial Growth Management Program for all residential, commercial, and office development. The Program includes restrictions on both the number of single family and multi-family dwelling units that can be developed each year within the City of Ojai, as well as the annual allotment of new office and retail commercial development according to the amount of population increase predicted in a given year. All new residential and commercial development projects will be reviewed to determine whether the proposal has obtained a development allotment or is exempt (see Table A) from the provisions of the plan.

Table A - Applicability of Ojai Growth Management Program

The Ojai Growth Management Program applies to all new residential, commercial, and office development except where the following conditions exist:

a) The project includes approved senior citizen housing; facilities for the physically handicapped; low-income housing; replacement, alteration, repair, demolition, or construction of structures accessory to residential dwellings.

b) Commercial development is permitted as of right, or as a discretionary approval within General Plan land use designations *other* than the General Commercial (GC), Village Mixed-Use (VMU).

c) The project involves the replacement, alteration, repair, demolition, or maintenance of commercial buildings or the construction of structures accessory to existing commercial buildings.

d) The project involves building additions and expansions to existing principal commercial uses or structures, provided it does not involve the construction of a separate structure and does not exceed 25 percent of the existing principal commercial use or structure.

Source: Ojai Municipal Code Title 10 Chapters 6 and 11.

Does the project meet General Plan public facilities performance standards?

All new development projects will be reviewed to identify applicable public services that will be affected by the proposed project. Development projects within Ojai shall not result in a quantifiable reduction in the level of services provided to existing development and as identified in Table B below.

Therefore, all development projects must demonstrate that they can either meet these standards or incorporate appropriate actions which:

- ✓ construct and/or pay for the new on-site capital improvements that are required to support the project;
- ✓ ensure that all new off-site capital improvements that are required by the project are available prior to certificates of occupancy;
- ✓ are to be phased so as to ensure that the capital facilities that will be used by the new development are available prior to certificates of occupancy;
- ✓ ensure that, in the event that public services or off-site capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development; or
- ✓ provide information that demonstrates to the satisfaction of the City Council that the beneficial impacts of the project outweigh service deficiencies created by the project, and that overriding considerations are appropriate.

Table B - Municipal Facilities and Services Mitigation Standards

Facility/Service	Mitigation Standard
Flood Control and Storm Drainage	Adequate facilities to protect structures for human occupancy and major roadways from the 100-year flood.
Water Facilities	Adequate fire flow as established by the Ventura County Fire Protection District, along with sufficient water storage for emergency situations and for maintenance of service pressures on an ongoing basis.
Wastewater Facilities	Provision of sewer service to all commercial, office, and manufacturing uses, as well as to all urban residential areas. Unrestricted flow in sanitary sewers during average and peak conditions. Adequate treatment capacity such that the rated capacity of treatment facilities accepting sewage from Ojai is greater than average and peak flows.
Solid Waste Services	Once weekly pick-up of residential solid waste. Street sweeping as needed to meet NPDES requirements. Maintain solid waste diversion goals of 25 percent, and increase to 50 percent by the year 2000.
School Facilities	Maintain a neighborhood school concept that provides capacity to meet projected enrollment.
Park Facilities	Four acres of active and passive parkland per 1,000 residents.

Table B - Municipal Facilities and Services Mitigation Standards

Facility/Service	Mitigation Standard
Fire Prevention and Suppression Services	A five (5) minute maximum response time for fire and emergency medical calls on both a citywide and response area basis. Adequate fire fighter staffing and deployment such that concurrent response can be provided to one emergency medical call and one structural fire call, meeting staffing requirements with regular on-duty fire fighters.
Police Services and Crime Prevention	1.5 Officers per 1,000 population.

Source: City of Ojai, 1995.

Prior to approval of any new development or redevelopment project, the applicant shall review the proposed project with representatives of the individual service provider to determine whether all needed facilities and services needed to support the project will be provided in a timely manner. In cases where the new capital facilities needed by new development is greater than the new development's "fair share" of those facilities, at the City's discretion a reimbursement agreement or other financial mechanism may be established to enable the developer to recoup the cost of providing capital facilities beyond the need directly created by the project.

Is the project consistent with City wide or specific area design concepts and planning principles identified in the General Plan?

All new development will be reviewed to determine consistency with basic General Plan development design concepts and planning principles outlined below:

To achieve a successful fit with Ojai's small town character, new development should appear to have always existed at the same location.

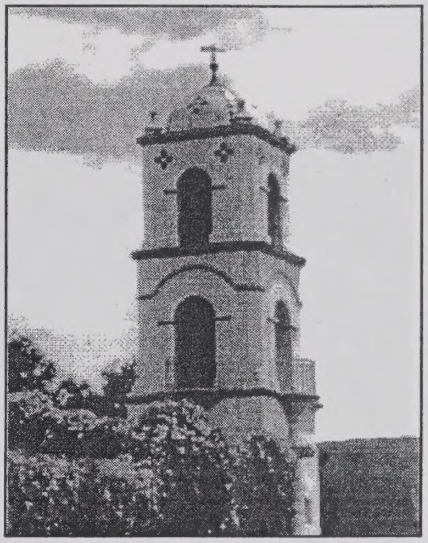
Community Design Characteristics and Imagery

Ojai's small town character is anchored by the many identifiable landmark buildings as well as reflected in the type and scale of architectural features used throughout the community. Project designers will be required to use local community landmarks as well as the architectural imagery they possess as a palette of design approaches to be used in new developments. To successfully implement this approach, new development will be required to integrate existing community architectural and urban design features which, as identified in the following figures, support the community's efforts to preserve Ojai's small town character.

Figure 8 - Ojai's Architectural Landmarks and Diverse Imagery

Ojai's small town character is reflected in many identifiable landmark buildings as well as in the type and scale of architectural features used throughout the community. When put in context with Ojai's reverence for the surrounding natural setting, these identifiable features add to the unique physical character that make the town memorable. It is Ojai's intent to use these local community landmarks and architectural imagery as a palette of design elements to be used in the planning of new development projects.

Ojai's architectural imagery includes those existing design features that individually may go unnoticed but collectively reflect Ojai's unique character. The following pallette of community design features illustrate aspects of existing development that Ojai residents feel are important to the community character, and should be used as examples, not only of "good" or "quality" design, but the type of design details which will help project designers achieve the best "fit" with Ojai's community character.



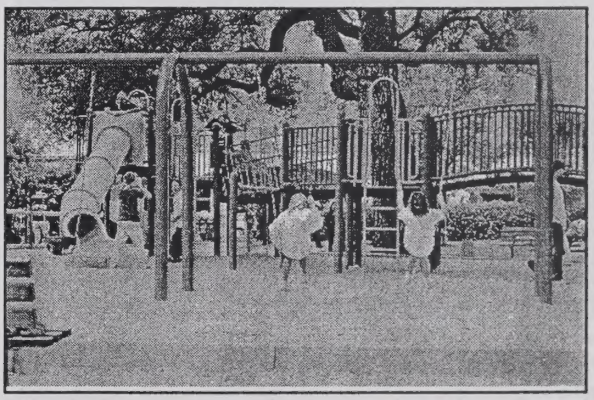
Post Office: The Ojai Post Office architecture with its prominent bell tower represents both a visual and auditory landmark signifying the arrival at the center of town.

Landmarks

Ojai's small town character is reflected in a number of the community's more prominent landmark buildings and public spaces. Libbey Park, for example, demonstrates Ojai's commitment to providing a central public space for community and tourist recreation, social interaction, and cultural awareness. These community landmarks reflect the "image anchors" with which residents and visitors already associate. The City of Ojai intends to take advantage of the design features of such recognizable places, buildings, and landmarks to establish a palette of design features that illustrate how the community's character can be integrated into new development throughout Ojai.



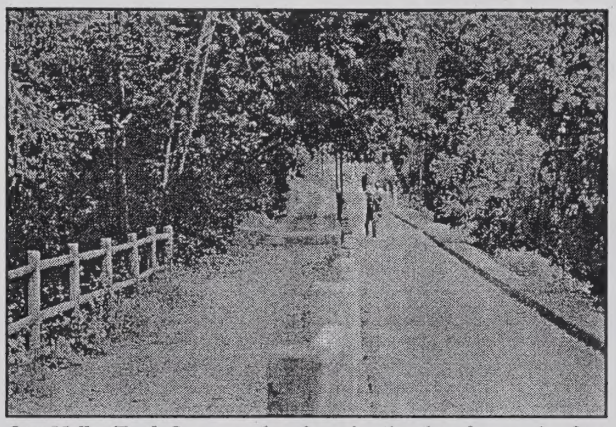
Arcade: The architecture of this key landmark includes the arcade, which brings together a row of diverse commercial buildings behind an elegant Spanish colonnade.



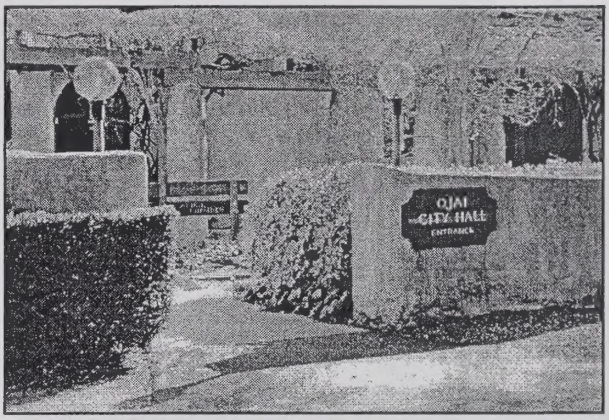
Libbey Park: A community focal point, the park is a central activity center for local and tourist activities. Libbey Park is characteristic of the traditional town square, or central village green.

Figure 8 - Ojai's Architectural Landmarks and Diverse Imagery (Con't.)

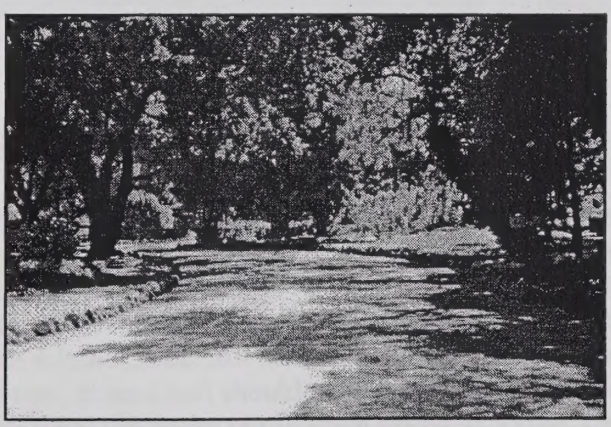
Landmarks



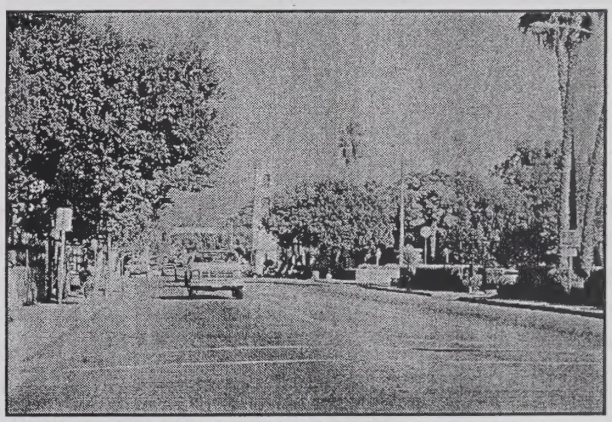
Ojai Valley Trail: Once an abandoned rail right-of-way, the Ojai Valley Trail exemplifies Ojai's commitment to encouraging the use of bicycle and pedestrian facilities for alternative transportation.



City Hall: Once part of a residential estate, the Ojai City Hall is a good example of adaptive reuse and conservation of Ojai's unique character.



Arbolada: The Arbolada exemplifies Ojai's commitment to provide a more relaxed suburban neighborhood designed to fit within a natural setting.



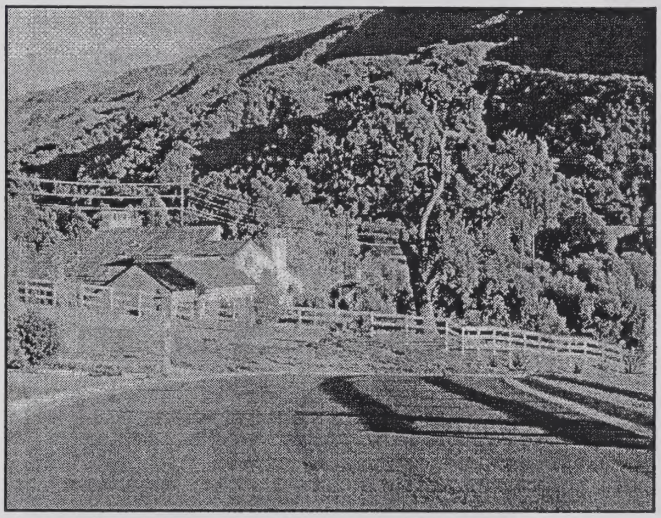
Highway 150: Many of the older buildings along Ojai Avenue are reminiscent of Ojai's history as a regional tourist destination. These buildings also reflect the beginning of a type of architecture which was typically seen along California's highways beginning in the 1930s.

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Figure 8 - Ojai's Architectural Landmarks and Diverse Imagery (Con't.)

Viewsheds and Vistas

The surrounding mountains provide a distinct and memorable backdrop to Ojai. Views of the Topa Topa and surrounding hillsides give the community its sense of refuge; a feeling that Ojai is a place that is protected, tucked away. The preservation and/or enhancement of the existing viewshed will be used as an important project review criteria.



View of Black Mountain from Persimon Hill Development.



View of the Topa Topa upon arrival at Ojai's west entry.

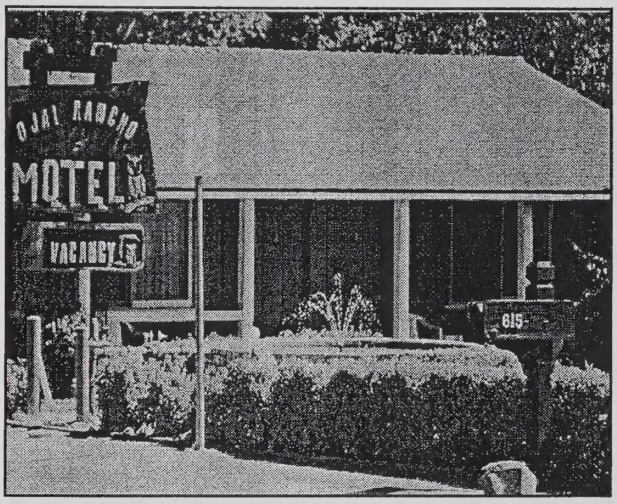
Streets as Public Spaces

Ojai's streets are considered public spaces where residents, visitors, and business people interact on a daily basis. Ojai recognizes that its streets represent more than just facilities designed to move traffic around and through the community. In some cases, Ojai's streets make a bold statement as to the community's attitudes; the preservation of mature oak trees within the right-of-way for example. In the Arbolada, the streets reflect the relaxed, suburban residential environment. The character of the street changes substantially at the town center, from a soft shouldered, rural edge to a more defined, hard edged cross section. This change helps to reinforce the image of the town center as a true "center," more urban and civic in quality.

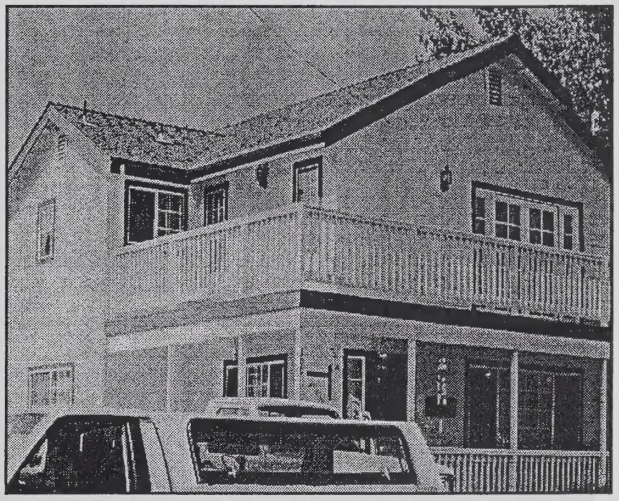
As with other aspects of Ojai's physical character, street designs will be balanced with the individual needs of a paticular area of the community. Ojai places a priority on creating safe, functional, and logical walking, cycling, and driving opportunities for all users consistent with Ojai's unique character.

Figure 8 - Ojai's Architectural Landmarks and Diverse Imagery (Con't.)

Community Architecture



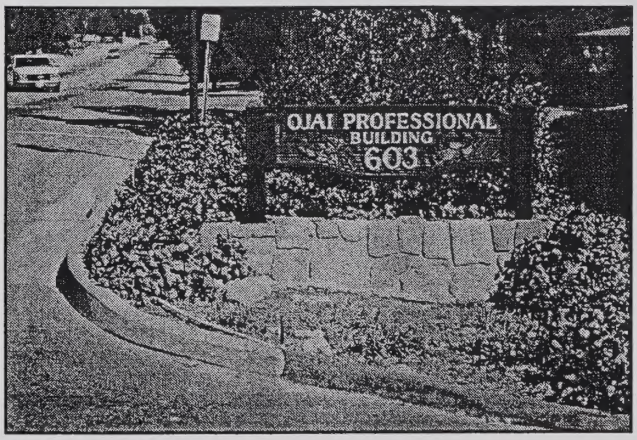
Residential Architecture Style Used for Commercial Purposes



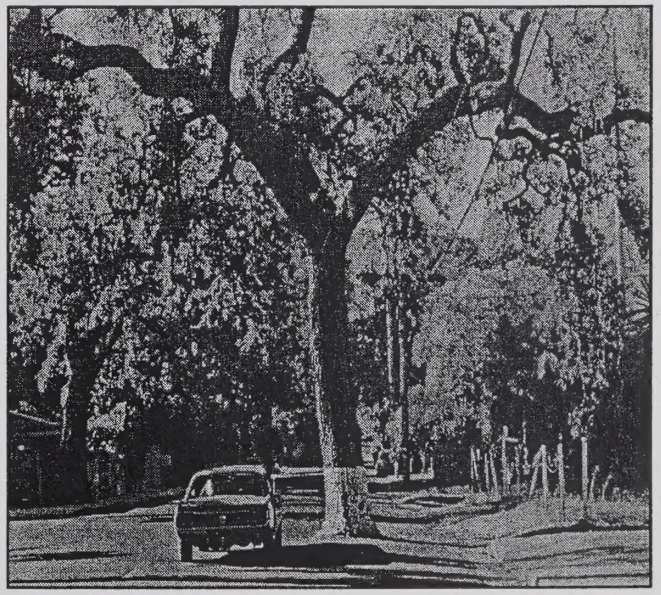
Village Residential

Architectural Details

Ojai has the quality of being "hand made." This quality is prevalent in the expression of many details that have evolved out of a natural expression of the relationship of the community to its setting. Mortarless rock walls, stone lined street edges, split-rail fences, hand-painted signs, all contribute to the sense of balance between the built and natural environment that prevails throughout the town.



Understated Signage

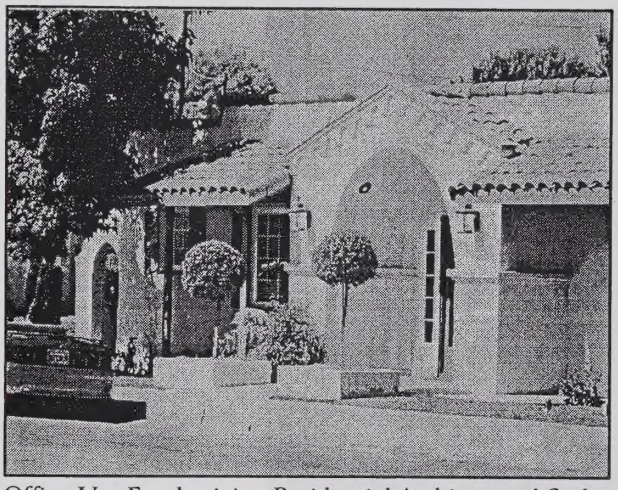


"Sidewalk" Oak Tree

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Figure 8 - Ojai's Architectural Landmarks and Diverse Imagery (Con't.)

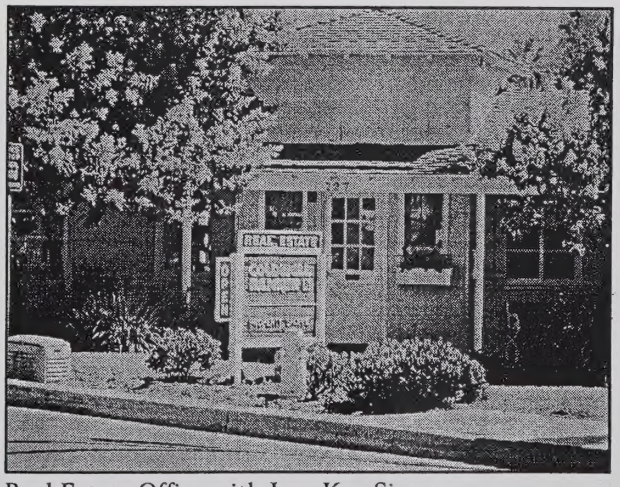
Community Architecture



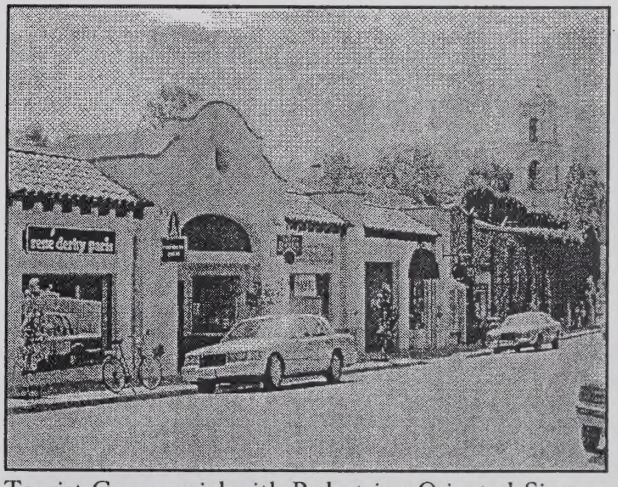
Office Use Emphasizing Residential Architectural Styles



Retail Commercial with a Visual Emphasis on Landscaping and Front Porch



Real Estate Office with Low Key Signage and Residential Architectural Forms



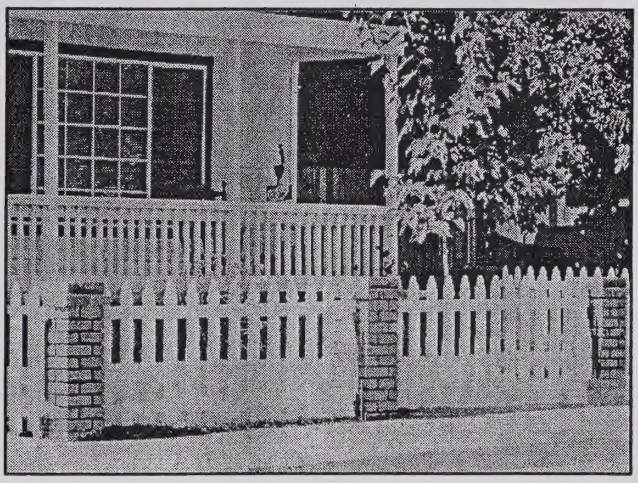
Tourist Commercial with Pedestrian Oriented Signage

Figure 8 - Ojai's Architectural Landmarks and Diverse Imagery (Con't.)

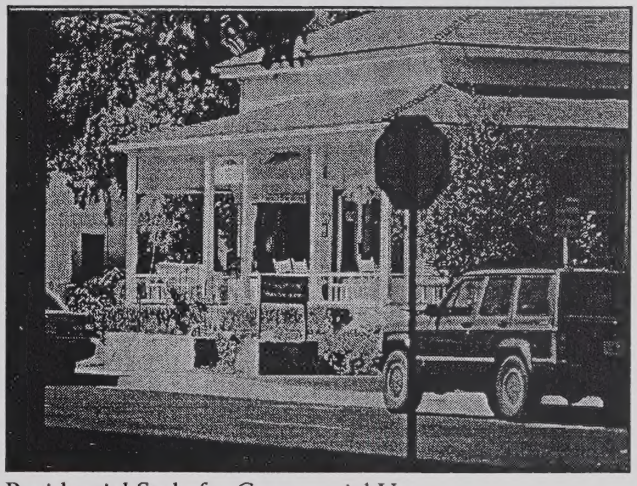
Architectural Details



Pedestrian Oriented Signage



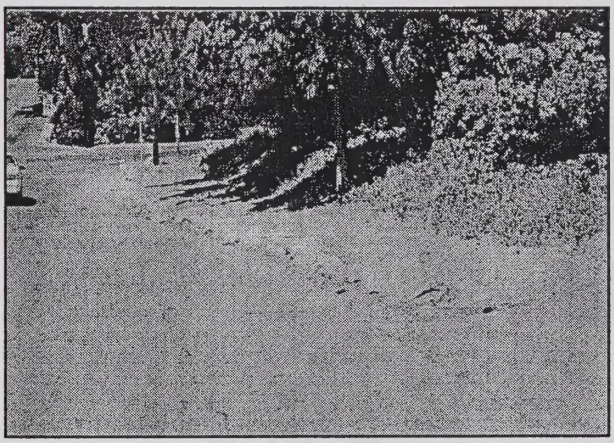
Traditional Presentation



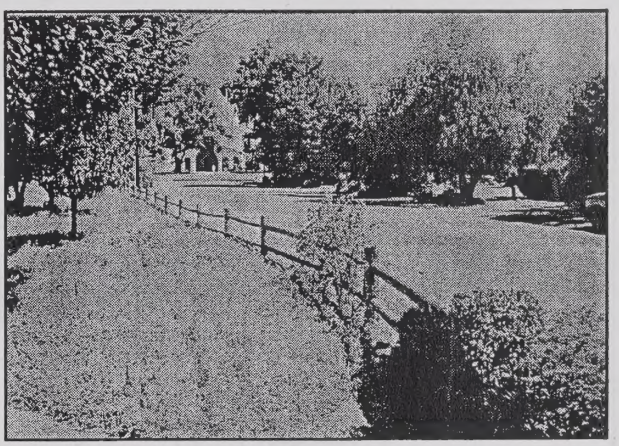
Residential Style for Commercial Use

Figure 8 - Ojai's Architectural Landmarks and Diverse Imagery (Con't.)

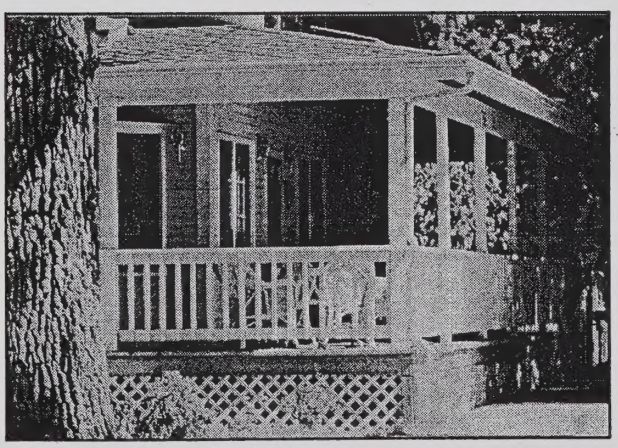
Architectural Details



Nontraditional Street Edges



Soft Street Edge



Traditional Front Porch



Unconventional Landscaping Used to Soften the Building Facade

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General Plan Area Design Concepts

The Ojai General Plan identifies certain areas within the community that have been identified as having specific development and design opportunities (see Figure 9). As a method to more accurately describe General Plan Land Use policy within these identified areas, the City has created these design concepts to give project designers a starting point from which new developments may be created that fit with the community's small town character. All new development within the areas identified will be required to demonstrate consistency with the design principles included in each of the design concepts presented below.

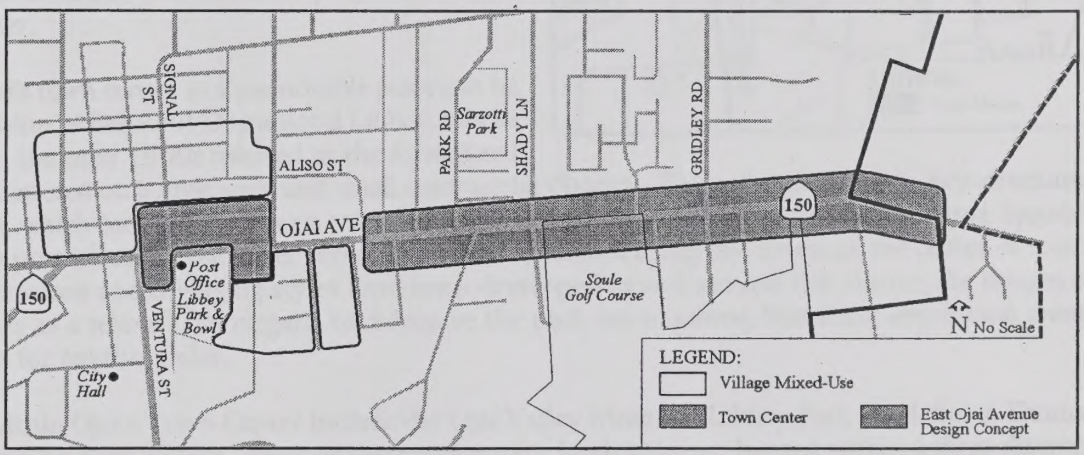
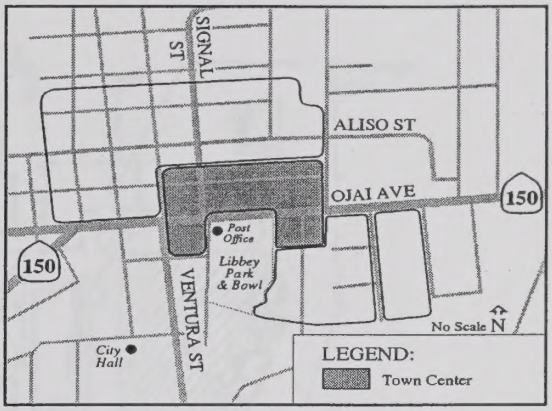


Figure 9 - Special Design Concept Areas

Figure 10 - Ojai Town Center Design Concept

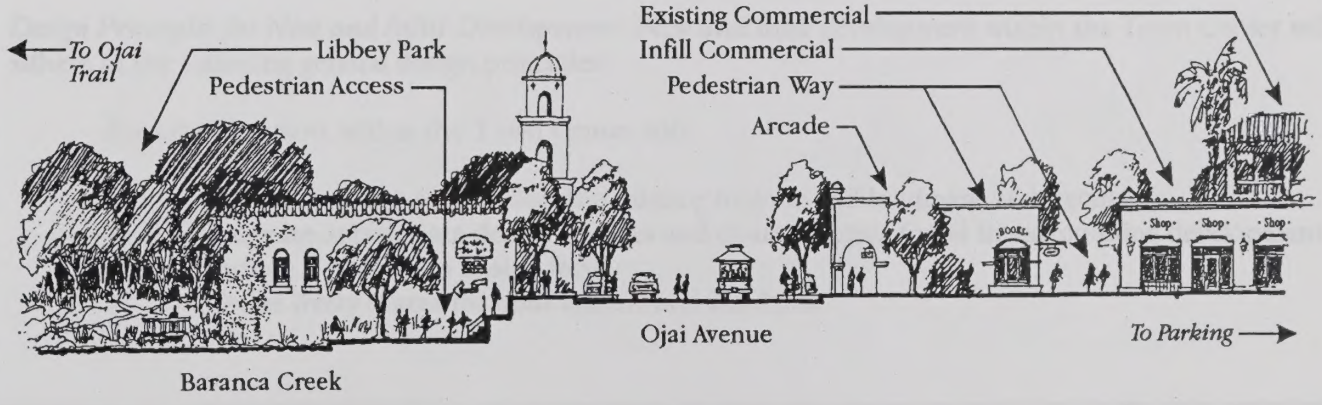


Existing Character: Ojai's Town Center has a delightfully active atmosphere where people tend to park and leave their cars in one place to access a variety of activities on foot. Existing development in the town center has been developed over time using a scale of architecture that encourages community involvement, informal gatherings, and pedestrian movement between uses. Such community activity is highly valued by residents as one of the main components of Ojai's small town character.

The strength of Ojai's town center as a memorable place can be attributed to the vision of Edmond Drummond Libbey, whose financial support in the early 1900s resulted in the formalized plan for the town centered on a civic park and small commercial district. The architecture of its key structures includes the arcade, which brought together a row of diverse commercial buildings behind an elegant Spanish colonnade, and the post office, whose tower serves as a visual landmark to signify arrival at the center of town. Although many intrusions and diverging styles have been developed in and around this center, the images of these two structures as a relaxed but elegant backdrop to the park are so strong that their impression seems to leave little room for anything else.

Other landmarks within Ojai's Town Center include the Ojai Valley Museum, Libbey Park Bowl, Saint Thomas Aquinas Chapel, and the Pratt House. Most of these community landmarks are located within a short distance of one another, close to commercial and community activity centers. Their architectural character and visibility will serve as a benchmark for evaluating the compatibility of new development within nearby areas.

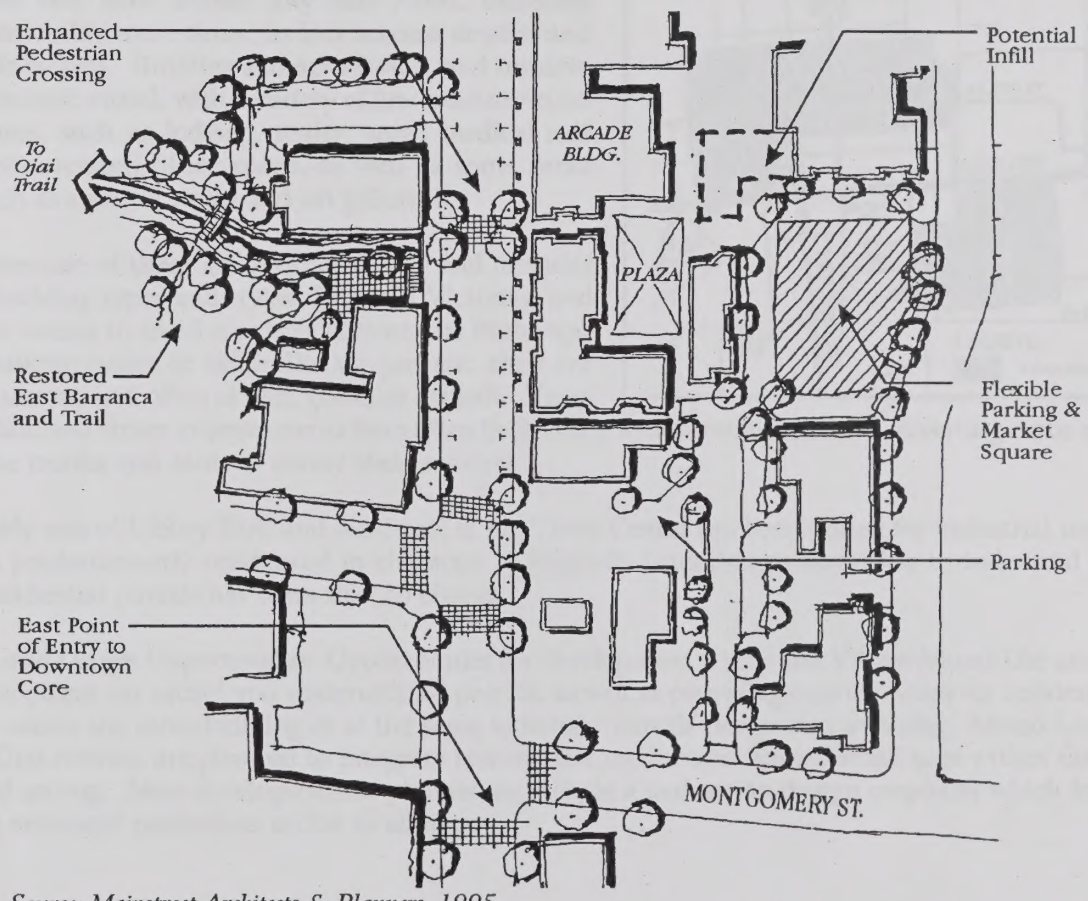
Land Use and Design Opportunities: Opportunities for development within the Town Center area are limited due to the lack of large vacant parcels. Infill and redevelopment opportunities, however, are likely to occur in areas north of the downtown Arcade, east and southwest of Libbey Park, near City Hall, as well as the creative and adaptive reuse of existing commercial buildings.



Source: Mainstreet Architects & Planners, 1995.

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Figure 10 - Ojai Town Center Design Concept (Con't.)



Source: Mainstreet Architects & Planners, 1995.

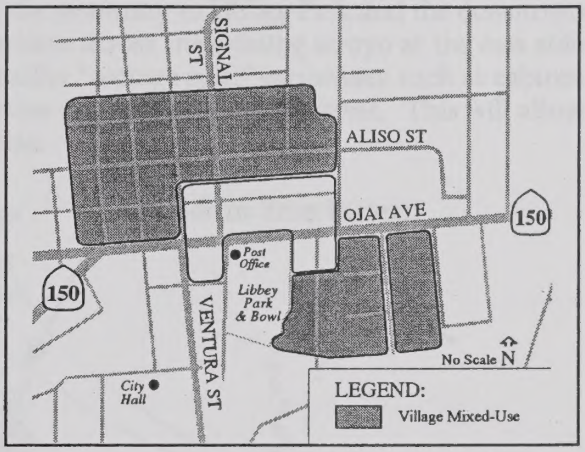
Design Principles for New and Infill Development: New and infill development within the Town Center will adhere to the following general design principles:

New development within the Town Center will:

- ✓ Take care not to overshadow the existing historic and landmark architecture
- ✓ Integrate appropriate design features and characteristics found in surrounding development
- ✓ Include a pedestrian design focus
- ✓ Create lively spaces for both visitors and residents.

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Figure 11 - Village Mixed-Use Design Concept

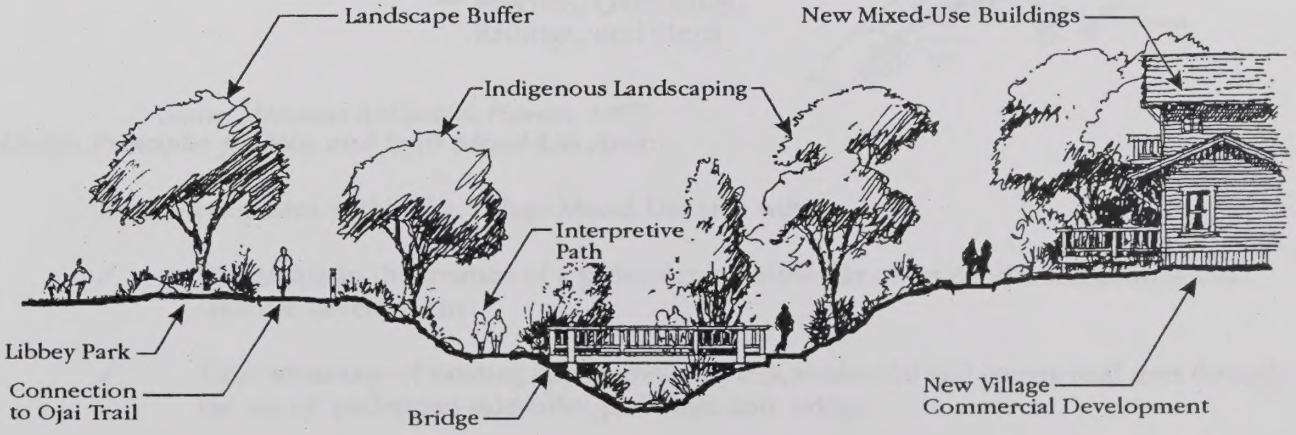


Existing Character: As one approaches the northern Village Mixed-Use area from almost any side street, buildings become noticeably more dense, as lots become smaller and coverage increases. Building setbacks lessen, and residential uses become mixed, with a variety of low intensity commercial uses, such as lodging, realty, small medical and other service-related office space, as well as some retail shops, such as antique stores and art galleries.

The architecture of these areas varies widely and includes a mix of building types and styles, from old Victorian and Craftsman houses to small masonry commercial buildings. Where walking paths or sidewalks are present, they are typically narrow, and often of dirt, gravel or asphalt. Trees are abundant and street improvements have often been made to accommodate them, diverting curbs and walks around the trunks and roots to assure their survival.

Immediately east of Libbey Park and southeast of the Town Center has been zoned for industrial use but has remained predominantly residential in character. Originally intended to transition to industrial uses, the smaller residential parcels has been slow to change.

Land Use and Design Opportunities: Opportunities for development within the Village Mixed-Use area include infill development on vacant and underutilized parcels, as well as providing opportunities for residents to live and work within the same building or at the same location. Parcels designated as Village Mixed-Use located north of Ojai Avenue are planned to integrate commercial service and limited retail uses within the existing residential setting. New development is planned to include a pedestrian design emphasis which focuses on providing enhanced pedestrian access to all uses.

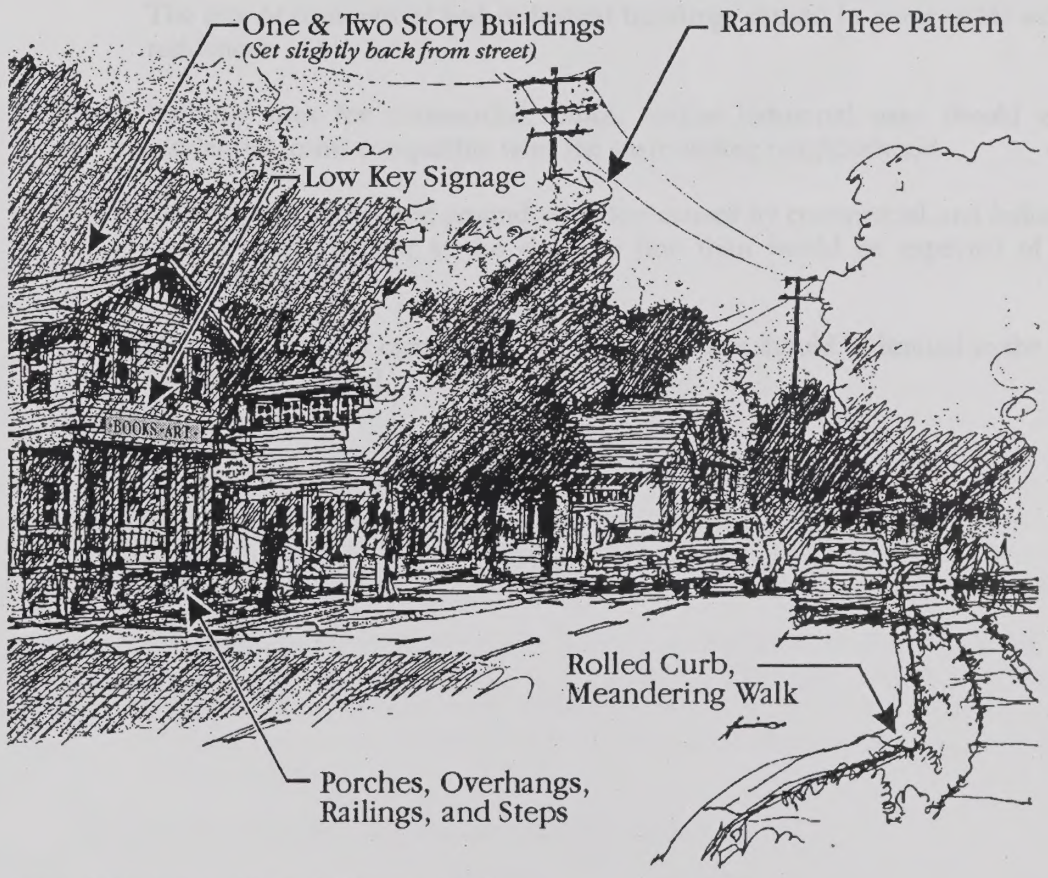


Source: Mainstreet Architects & Planners, 1995.

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Figure 11 - Village Mixed-Use Design Concept (Con't.)

Parcels south of Ojai Avenue are planned to take advantage of the proximity to Libbey Park and the downtown arcade through the creation of pedestrian links and view corridors across the existing arroyo at the east side of Libbey Park. Opportunities exist for the development of smaller "cottage style" businesses such as cabinet shops, custom manufacturing, artist studios, and galleries in areas east of Montgomery Street. This will allow residents the opportunity to live and work in the same location.



Source: Mainstreet Architects & Planners, 1995.

Design Principles for New and Infill Mixed-Use Area:

New development within the Village Mixed-Use area will:

- ✓ Participate in the creation of a pedestrian oriented mix of residential and commercial land use development
- ✓ Take advantage of existing opportunities to link residential and commercial uses through the use of pedestrian sidewalks, pathways, and bridge

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Figure 11 - Village Mixed-Use Design Concept (Con't.)

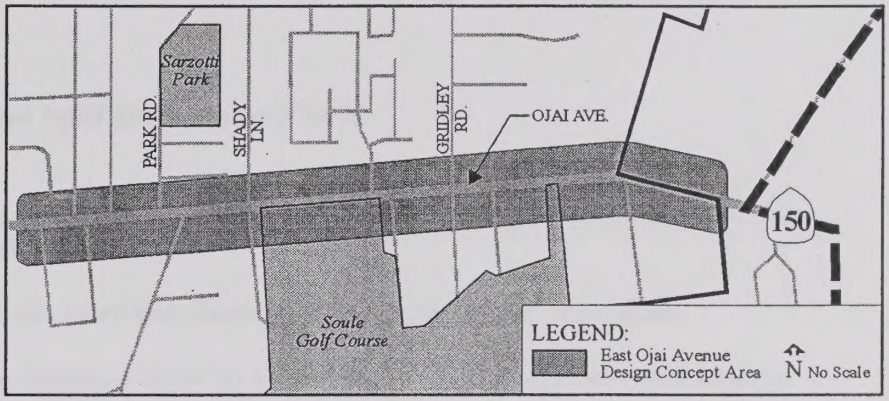
Design Principles for New and Infill Mixed-Use Area (Con't):

✓ Preserve and maintain the residential scale and character of the area.

- The size of commercial and industrial buildings should be compatible with nearby residences.
- Building uses for commercial, office, and/or industrial uses should emphasize residential forms compatible with the surrounding neighborhood.
- Noise, glare, odors, and ground vibration caused by commercial and industrial uses should be no greater at the property line than would be expected of a typical residential uses.
- Operating hours of commercial and industrial uses should be limited to the 8:00 a.m. to 9:00 p.m. period.

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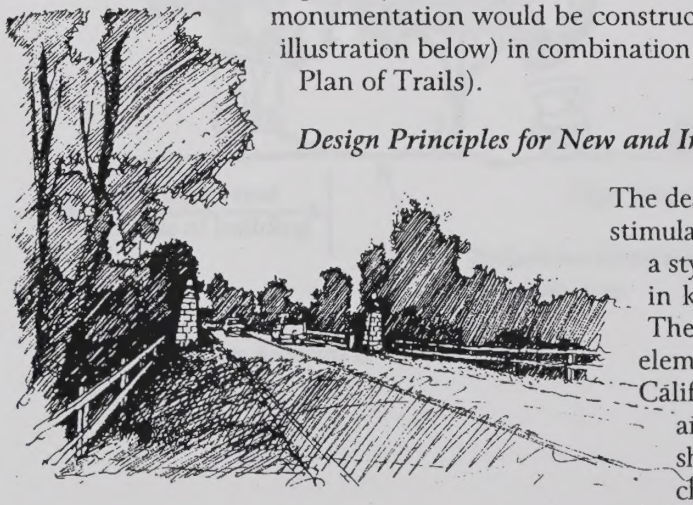
Figure 12 - East Ojai Avenue Corridor Design Concept



Existing Character: The approach to Ojai out of the upper Ojai Valley from the east reveals glimpses of a cozy, orchard filled valley. As the highway levels out, orchards bordered by low rock walls line the way and announce that residents have prospered here for many years. At the bridge over San Antonio Creek, visitors are aware that they are approaching a developed area, but the tentativeness of the development does not clearly reveal the quality of the town that lies ahead. The businesses along the highway within this area are disconnected, too far to be within walking distance to the Town Center, and thus have continued to remain underutilized and predominantly auto dependent.

Land Use and Design Opportunities: The eastern portion of the Ojai Avenue/Highway 33 corridor has perhaps the most to offer in terms of opportunities for development. Unlike the Town Center and Village Residential areas, the East Ojai corridor still contains sizable parcels which are underutilized or vacant. Key to the development of this area is the establishment of an architectural focus or "theme" which would be implemented as development occurs. Reminiscent of uses that traditionally bordered the State's highways in the 1930s and 1940s, Ojai will encourage that new development in this area be oriented to visitor serving uses such as hotels, motels, resturants, and specialty commercial uses. New developments will also be expected to integrate a "California Highway" style of architecture into project designs (see design principles detailed below).

The East Ojai Avenue Corridor also provides opportunities for the establishment of an eastern entry statement or "gateway." Consistent with the California Highway theme suggested above, monumentation would be constructed at the San Antonio Creek crossing (see concept illustration below) in combination with a bicycle trail under crossing (see Ojai Master Plan of Trails).



Source: Mainstreet Architects & Planners, 1995.

Design Principles for New and Infill Development:

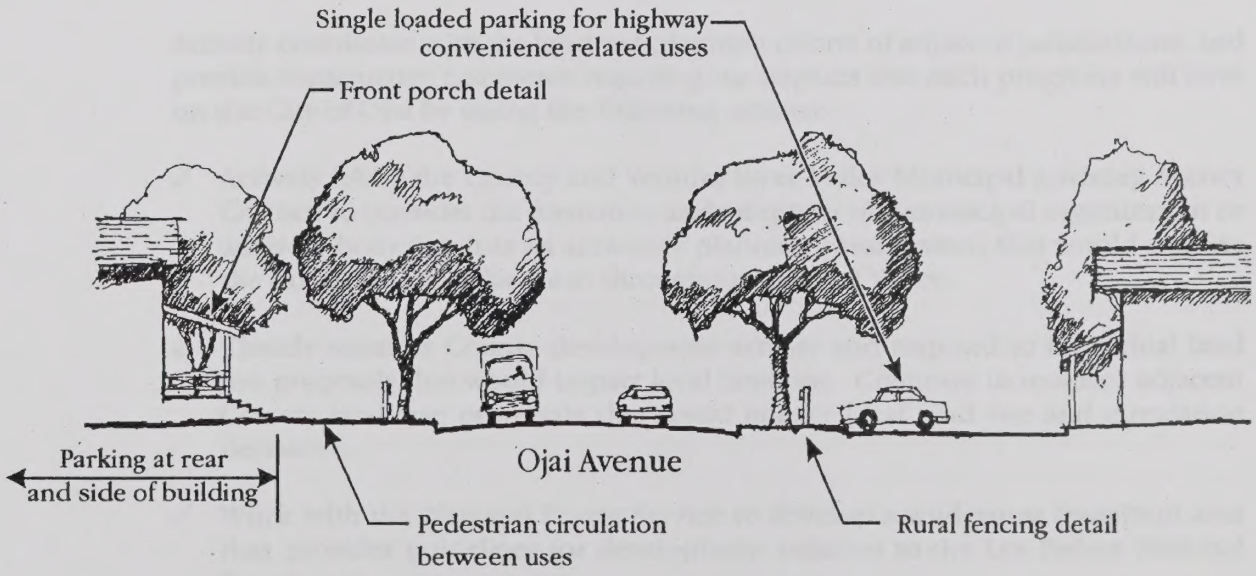
The design concept for the East Ojai Avenue Corridor is to stimulate architectural interest and diversity by suggesting a style (California Highway) of architecture that is more in keeping with the rural character of Ojai's east end. The *California Highway* style is based on the design elements commonly found in buildings built along California's early interstate system. Although a specific architectural style is not suggested, new development should include elements that evoke the scale, feel, and character reminiscent of 1930s and 1940s rural highway or agriculatural uses.

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Figure 12 - East Ojai Avenue Corridor Design Concept (Con't.)

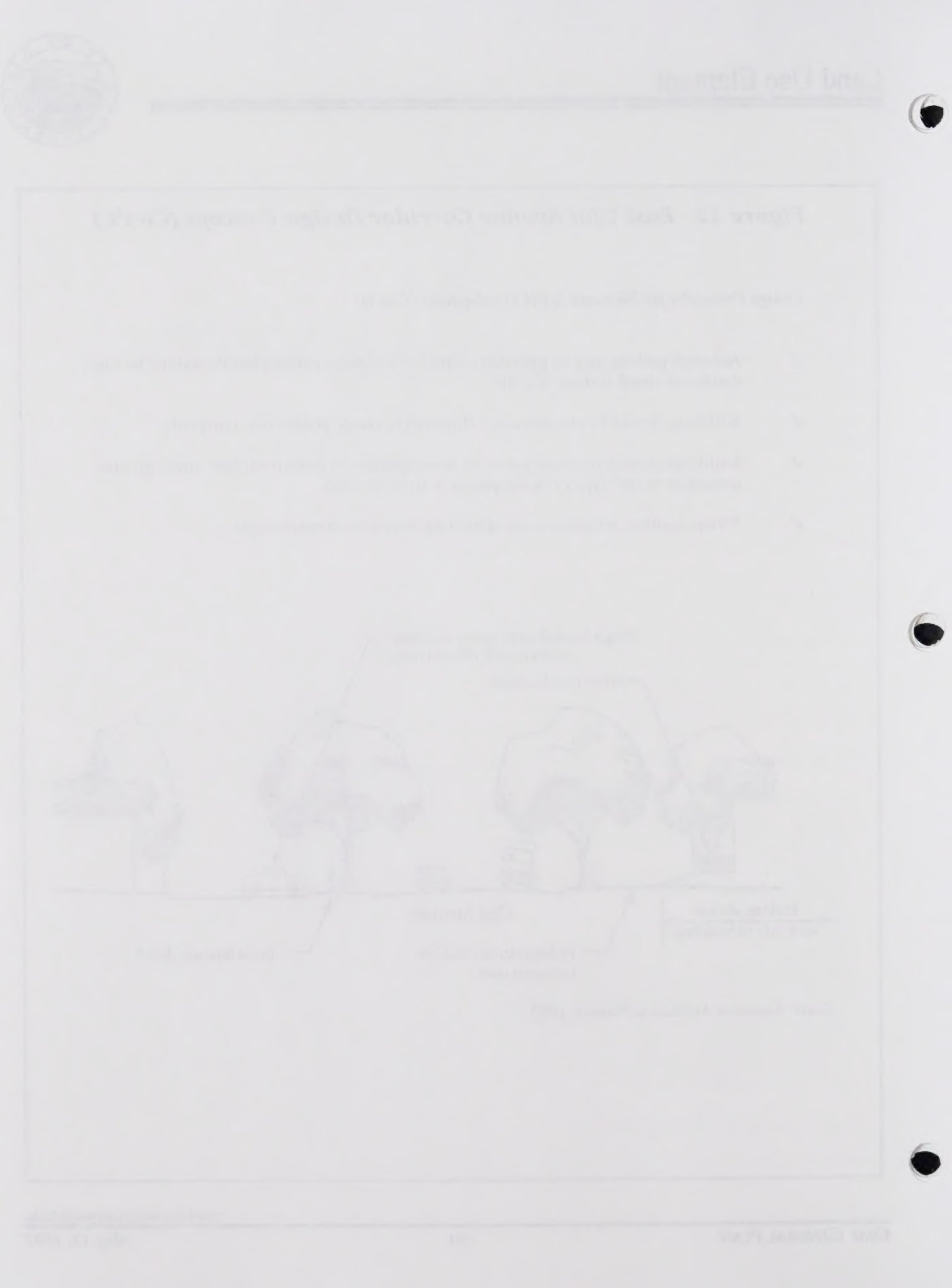
Design Principles for New and Infill Development (Con't):

- ✓ Although parking may be provided in front of buildings, parking lots should not be the dominant visual feature of a site.
- ✓ Buildings should be one story and clustered to create pedestrian courtyards.
- ✓ Buildings should be designed to be free-standing or broken up into small groups; unbroken "strip" type of development is to be avoided.
- ✓ Where feasible, adaptive reuse of existing structures is encouraged.



Source: Mainstreet Architects & Planners, 1995.

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INTERGOVERNMENTAL COORDINATION AND COMMUNITY INVOLVEMENT PROGRAM

The Intergovernmental Coordination and Community Involvement Program proposes actions that reflect the City's commitment to truly representational government, a government that looks for appropriate responses to specific issues. For example, some issues, such as the protection of natural resources, affect not only Ojai, but all Ojai Valley communities, as well as agencies charged with the management of resources within the Valley. Many issues cross geographic boundaries and, therefore, require concerted efforts by several governmental entities before they can be resolved. Intergovernmental coordination means actively pursuing regional solutions to regional problems. Ojai is committed to working with its neighbors to address these issues.

At the same time, Ojai recognizes that to be truly representational, local government must reflect the values of the people it serves. To do so, Ojai has established, as part of its General Plan implementation program, mechanisms for informing the community on local issues and soliciting citizen input.

Coordination of Land Use Planning Activities

Actively coordinate with the land use planning efforts of adjacent jurisdictions, and provide constructive comments regarding the impacts that such programs will have on the City of Ojai by taking the following actions:

- ✓ Actively lobby the County and Ventura River Valley Municipal Advisory Agency Council to consider the formation and adoption of a municipal organization or advisory body (such as an area-wide planning commission) that would oversee the management of land use throughout the Ojai Valley.

- ✓ Closely monitor County development activity and respond to individual land use proposals that would impact local land use. Continue to monitor adjacent County land use proposals that could impact local land use and circulation decisions.

- ✓ Work with the National Forest Service to develop a wilderness transition area that provides guidelines for development adjacent to the Los Padres National Forest area.

- ✓ Work with the County on both a staff level and the City Council Board of Supervisors level to establish basic principles for development review and mitigation of cross-jurisdictional impacts within the Ojai Area Plan jurisdiction, consistent with the concept that the impacts of new development must be offset by project related benefits within each of the jurisdictions in which the impacts will be experienced.

- ✓ Pursue formation of ad hoc coalitions with other local agencies and community groups as a means of increasing the effectiveness of Ojai's voice in regional planning efforts and the planning efforts of adjacent jurisdictions.

- ✓ Provide local utility providers with a copy of the General Plan Annual Review and Update Report for review and comment.

- ✓ Pursuant to the provisions of Government Code Section 65401, ensure that all departments within the City, and all other local government agencies (including the County, school districts, and other special districts) submit a list of proposed projects to the City, and that the City review and report on the consistency of these projects to the City Council as part of the General Plan Annual Review and Update Report.

Encourage Community Awareness

The effectiveness of the programs described in the Ojai General Plan are dependent on the participation of community residents. To ensure that residents are made aware of these programs, the City shall publicize local programs and provide a forum for public debate of local issues by implementing the following actions:

- ✓ As part of the annual review and update of the General Plan, hold an annual "Open Forum" before the City Council to allow public discussion of current and future land use issues facing the community.

- ✓ Use public access cable to broadcast Planning Commission, City Council meetings, public events, and special presentations related to Ojai's future development.

- ✓ Work with local cable television provider to include a "reader line" on the local TV directory channel advertising public hearings, and public discussions and workshops regarding land use within the City.

- ✓ Establish a connection with the public Internet and develop a "home page" and electronic mail system to provide public access to agenda, announcements, and other public information via home and business computers.

Citizen Involvement in Community Decision Making

Many of the questions facing Ojai are complex issues requiring policy recommendations and an evaluation of tradeoffs that are not easily done in a public forum. To address these issues, the City Council may appoint task forces or committees to research specific issues and to provide policy direction to the City Council. Members to these task forces would be appointed by the City Council. The task forces will be requested to provide recommended policy direction within a specific time frame, and will be disbanded after the presentation of their recommendations.

Obtain Feedback Regarding City Programs

To provide local decision makers with regular input on how satisfied residents are with their community and their quality of life, a Community Survey will be developed and updated every five years. Future surveys will address not only General Plan issues such as land use and circulation, but more specific issues currently facing the City as well.

Involve The Community In The Development Review Process

In order to facilitate citizen participation in the development review process which would be meaningful to individuals at the neighborhood level, and to facilitate the public hearing process, the City of Ojai encourages informal meetings between citizen groups and developers on proposed development projects. The purpose of such meetings is to facilitate interaction between the developer and neighborhood interests in a relaxed, informal setting, and to provide the developer with the opportunity to inform and obtain feedback from the neighborhood. Specifically, the City encourages developers to meet with affected citizens, and ask Ojai residents to give direction to proposed developments by:

- ✓ delineating specific neighborhood values, goals, and objectives;
- ✓ participating in choosing among alternative project designs; and
- ✓ participating in the review and modification of development plans.

Although the results of these informal meetings are not binding upon the City, early consultation and discussion between developers and affected citizens can significantly facilitate the development review process by resolving issues of social compatibility before public hearings begin.

SPECIAL STUDIES AND PROGRAMS

Upon adoption of the Ojai General Plan, the City Council will be asked to review the list of special studies listed in this section and to prioritize these studies, assigning responsibility for implementation of each task (see box at right).

Special Studies Implementation Priorities

Priority	*Action*
One	*Program to be initiated within one year.*
Two	*Initiate within the next two to five years .*
Three	*Initiation beyond the next five years.*

Each year, as part of the annual review and update of the General Plan, the City Council (see Land Use Element Review and Update) will be asked to reprioritize the list of special studies. Upon completion of each individual study, appropriate General Plan implementation programs may be added to the Implementation and Monitoring Program contained in the General Plan.

The funding sources for each action listed below will be assigned annually as part of the General Plan Review and Update and the City's annual budget process.

City of Ojai Municipal Code Revisions (Priority One)

Subsequent to the adoption of the General Plan, the City will undertake a General Plan and Zoning Consistency Program to revise the Zoning Code to achieve consistency with and implement the General Plan. As part of the program, the City will prepare new zones, regulations, and exhibits which reflect the adopted General Plan land use policies. Table C provides a listing of the actions to be taken as part of the General Plan and Zoning Consistency Program, as well as any milestones which will need to take place prior to implementation of each action.

City of Ojai Growth Management Ordinance Readoption (Priority Two)

One year prior to the expiration of the City's Growth Management Ordinance, the City will prepare for the readoption of the growth provisions contained in Title 10, Chapters 6 and 11 as confirmation of the growth management policies contained in the General Plan (see Table C).

Table C - General Plan and Zoning Consistency Program Actions

Prerequisite to Implementation Action	Action
A. Adoption of General Plan Update (1996-1997)	• Revise the Ojai Zoning Code to reflect land use changes and additions, as well as general policies contained in the General Plan.
	• Develop and adopt a mixed-use ordinance consistent with the Village Mixed-Use (VMU) General Plan land use designation.
B. Expiration of City Growth Management Ordinance (1999-2000).	• Revise Title 10, Chapters 6 and 11 to reflect the growth management polices contained in the Ojai General Plan Land Use Element.

Community Entrance And Directional Signage Program (Priority Two)

The City will take advantage of the existing character of entrances or "gateways" located along State Highways 33 and 150 as well as Creek Road by developing a programs that establishes City identification improvements at key entrances to the City (see Figure 5 - Community Structure). Such gateways are where visitors will receive their first impression and residents can feel a sense of place. It is important, therefore, that entrance signage designs not only identify the City's boundaries but also convey the image with which residents would like to be associated.

Secondary directional signage will also be established as a method to provide direction to public parking, City Hall, Public library and other public facilities; historical and cultural places of interest; transit facilities; Forest Service station and trailheads; public parking areas; as well as locations where civic and cultural events are held.

LAND USE ELEMENT REVIEW AND UPDATE

California Government Code Section 65400(b) requires the planning agency of each city and county in the State to provide an "annual report to the legislative body on the status of the (general) plan and progress in its implementation." The following section details the contents of such a report, which will be prepared and delivered annually to the Ojai City Council regarding the implementation of the Land Use Element.

Land Use Element Review

On an annual basis, the Planning Department will report on the implementation of the General Plan Land Use Element and provide the following information:

- ✓ A summary of activities undertaken over the past year to implement the General Plan Land Use Element.
- ✓ A review of the General Plan Land Use/Zoning Map, indicating the appropriateness of the mix, location, and relationships between proposed land uses, including an evaluation of the General Plan Land Use Map to ensure that:
  - residential designations provide housing opportunities for all economic segments of the community at densities consistent with the provisions of the General Plan Housing Programs;
  - commercial development meets the retail service and office needs of City residents and provides a healthy tax base to help support community services; and
  - each land use designation within and adjacent to the General Plan study area promotes continued consistency with surrounding General Plan land use designations.
- ✓ A status of vacant land and land use absorption rates by land use type.
- ✓ An assessment of valleywide and regional policies developed in the past year and their associated impact on Ojai's land use policies.
- ✓ Recommendations for future Land Use Element Revisions. Upon adoption by the City Council, a copy of the Land Use Element will be provided for review to the County, local utilities, and regional agencies who have an impact on land use planning with Ojai or its sphere of influence.

IMPLEMENTATION MONITORING

The following information presented in Table D provides an index of General Plan Strategies and related implementation programs along with a description of the responsibility, timing and funding that is likely to be necessary to implement the Ojai General Plan.

Table D - General Plan Implementation Monitoring Matrix

Implementation Program	Responsibility	Timing	Funding Source
Development Review and General Plan Consistency Program			
Review and determination of project consistency	Planning Department	Implemented on a project by project basis	Department budget and development review fees
Intergovernmental Coordination and Community Involvement Program			
Coordination of land use planning activities	City Manager's Office Planning Department	Ongoing and updated on an annual basis	Department budgets
Encourage community awareness	City Manager's Office Planning Department	Ongoing and updated on an annual basis	Department budgets Development review fees (as they apply to public notice and advertizing)
Citizen involvement in community decision making	City Manager's Office Planning Department	On an as needed basis to address specific issues	Department budgets City general fund Other sources of funding may also be available depending on the specific issues to be studied
Obtain feedback regarding City Programs	City Manager to coordinate with all City departments	Every 2 to 5 years	Department budgets City general fund
Involve the community in the development review process	Planning Department and other City Departments depending on specific issue.	On an as needed basis as determined by the City Council	General Fund
Special Studies and Programs			
City of Ojai Municipal Code Revisions	Planning Department City Attorney's Office	To be initiated within 1 year of the General Plan Adoption (1996-1997)	Department budgets

Table D - General Plan Implementation Monitoring Matrix

Implementation Program	Responsibility	Timing	Funding Source
City of Ojai Growth Management Ordinance Readoption	Planning Department City Attorney's Office	To be initiated within 1 year of ordinance expiration (1999)	Department budgets
Community Entrance and Directional Signage Program	Planning Department Engineering Department	To be initiated within 2 to 5 years in conjunction with the City's capital improvement program (1997-2002)	Department budgets (planning and permit process) City Capital Improvement Funds ISTEA Grant Funds
Land Use Element Review and Update			
Land Use Element Review	Planning Department in coordination with other City departments and the Ojai City Council.	On an annual basis in coordination with City's annual budget process	Department budgets

City of Ojai General Plan

Circulation Element

Final

Circulation Element

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Circulation Element

INTRODUCTION

BACKGROUND AND PURPOSE OF THE CIRCULATION ELEMENT

The Ojai Circulation Element addresses broad issues of physical mobility, how goods and people move about within the community, as well as how goods and people move between Ojai and the outside world. Circulation is one of the most pervasive issues of the General Plan, and is related to land use, community design, noise, air quality, and energy consumption. Transportation issues affect not only the local area, but also require coordination with the County and regional and State agencies.



Maintaining a high quality of life within a community is largely dependent upon careful coordination of land use and transportation planning. Highly desirable communities are those where residents are effectively linked with local social and cultural resources, as well as shopping and services by a transportation system that provides a high degree of mobility, supporting, but not dominating the visual character of the community. It is thus the purpose of the Ojai General Plan Circulation Element to establish a safe circulation system that is consistent with Ojai's character and needs in terms of the desired quality of life, sense of place, cost of maintenance, use of lands adjacent to roadways, and desired quality of traffic operations.

GOAL AND OBJECTIVES

Balancing the need to protect Ojai's unique character and natural environment with the desire to eliminate traffic congestion is the primary challenge of the Circulation Element. The following goal and objectives outlined in the box on the next page discuss the priorities which Ojai will pursue in meeting this challenge.

City of Ojai Circulation Element Goal and Objectives

Goal

It is the goal of the City of Ojai to develop and maintain a transportation system that is protective of the community's unique character and living environment; maximizes freedom and safety of movement for pedestrians, bicycles, and automobiles; and that maintains a balance between mobility and the cost-efficiency of maintenance.

Objectives

In implementing this goal, it is the objective of the City to:

- *strengthen the link between the community's transportation system and its planned land uses such that traffic flows can be improved while maintaining Ojai's unique community character and livability;*
- *ensure that the area's roadway system is reflective of the City's commitment to environmental quality and preservation of its small town lifestyles;*
- *maintain a unified and functional street system;*
- *help reduce regional traffic growth;*
- *decrease dependence on single occupant automobile travel by providing a high level of pedestrian, bicycle, and public transit opportunities;*
- *preserve a sense of comfort and well-being throughout the community by reducing the intrusiveness of commercial, tourist, and regional traffic on residential neighborhoods;*
- *facilitate the efficient delivery of energy, water, and storm water, as well as the disposal of sewage in a manner consistent with protecting Ojai's environmental quality and small town character; and*
- *make efficient use of existing transportation facilities.*

Figure 1 - Circulation Element Goal and Objectives

LEGAL AUTHORITY

The State of California mandates that every city prepare a comprehensive General Plan for the long-term physical development of the City and any land outside its boundaries that is considered relevant to its planning. California Government Code Section 65302(b), pertaining to the required elements of the General Plan, states the general plan shall consist of a statement of development policies, and shall include:

> *"a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."*

Table I-2 *Index to the Location of State Mandated General Plan Issues within the Ojai General Plan* in the Introduction section of the General Plan provides an index reference of State General Plan requirements and under which section of the Ojai General Plan the State requirement is fulfilled.

ELEMENT ORGANIZATION AND FORMAT

To assist the reader in using the General Plan, the Circulation Element is structured around three general themes, which represent a summary of specific community characteristics and concerns that provide the framework for the policies included in the Circulation Element. These themes include: (1) balancing community character and circulation needs, (2) creating a safe environment for pedestrians and bicycles, and (3) providing valley wide solutions to traffic congestion. The Circulation Element is organized into the following sections.

Introduction: A brief overview of the background and purpose of the Element is provided. The Introduction also includes the Element's goals and objectives, which represent the first level of policy directives for the Circulation Element.

Policy Directives

Goal: *A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.*

Objective: *A specific statement of desired future conditions toward which the City will expend effort in the context of striving to achieve a broader goal.*

General Plan Approach: *Discussion as to how the City will resolve relevant issues and manage its future.*

Strategies: *Actions, activities, priorities, and policy direction that, when incorporated with the General Plan approach, detail how goals and objectives will be accomplished.*

Figure 2 - Policy Directives

General Plan Approach and Strategies: The General Plan Approach and Strategies represent the directives that the City will use to manage its future, guide new development, ensure mobility, and protect the natural environment and the character of the community (see box at right, above).

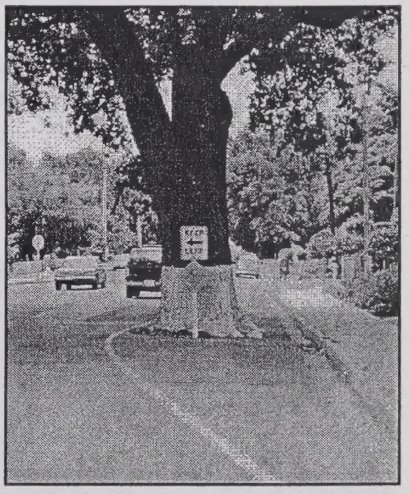
Implementation and Monitoring Program: The Implementation and Monitoring Program is the City's blueprint for action. The program includes a presentation of a specific set of actions designed to implement Ojai's goals, objectives, and strategies. The action program includes the full range of specific steps necessary to translate the vision described in the Circulation Element into reality.

GENERAL PLAN APPROACH

BALANCING COMMUNITY CHARACTER AND CIRCULATION NEEDS

As identified in the Land Use Element, Ojai's vision is to preserve its "small town" character by using the physical, environmental, and social aspects of the community that form its character as the criteria for testing whether new development and public works projects respects and enhances the City's small town feel. This approach utilizes a broad palette of community features, neighborhood characteristics, and design images to describe the "Ojai experience" as the benchmark for the future (Land Use Element Figures 8 through 12). An important determinant of Ojai's character is its roadway system.

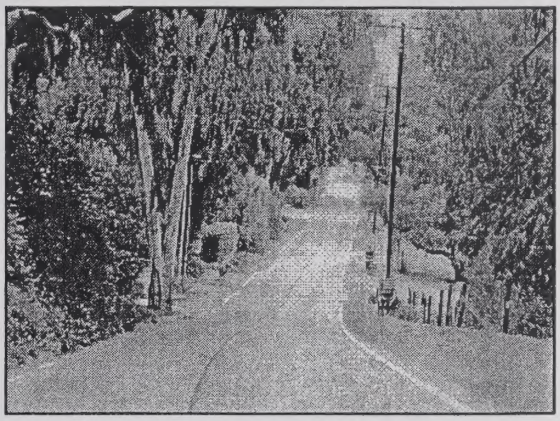
Probably the best example of Ojai's policy of preserving the natural environment and forcing man--made features to fit into that environment is oak tree preservation. Large oak trees, which would be removed as part of road construction or widening projects in most cities, remain within Ojai's streets and rights-of-way as ongoing reminders of Ojai's emphasis on development fitting around, rather than over the natural environment.



Oak Tree Preservation

The General Plan's approach to transportation is to balance community character and circulation needs to minimize the intrusiveness of the area's roadway system, and to provide physical improvements to the roadway system where it is physically and environmentally prudent to do so. In this concept, the roadway system will be designed to provide access and linkages between residences, community activity centers, and the outside world, but will not be permitted to visually dominate the surrounding landscape or impact the serenity of Ojai's residential neighborhoods.

Ojai's local roadway system is composed almost exclusively of two-lane, undivided streets. Four lane and divided street sections are limited to portions of State Highways 33 and 150. The area roadway system currently has only four traffic signals, located at the intersections of Highways 33 and 150 (where Ventura Avenue, Maricopa Highway, and Ojai Avenue come together), Ojai Avenue and Country Club Drive, Ojai Avenue and Bristol Road, and at Ojai Avenue and Signal Street. As part of the County's Congestion Management Plan, Fox Street as well as Bryant Street/Park Road will have traffic lights where each intersects with Ojai Avenue.



Local Rural Roadway

Ojai's historic development, is a contributing factor not only to its unique small town character, but also to its traffic congestion. When originally planned, the downtown district offered a wide boulevard that was based on the ability of a horse and wagon to turn around in the middle of the street. Parking was located in the front of commercial businesses to allow for convenient parking and access. Unfortunately, planning for the movement and volume of vehicles throughout the City is much more complicated today, yet the space in which to move in this area remains the same as in the horse and buggy era. As can be seen in the photo below, drivers in the downtown area are faced with a number of choices within a short distance. In this photo (which was taken during one of the City's larger community events), vehicles can be seen parallel parking, turning, merging and, in one case, making an illegal maneuver, all within a constrained street section filled with pedestrians.



Downtown Circulation

Complicating the downtown congestion issue is the fact that the same area is also a major commercial and tourist attraction in the Valley. During large community events, the downtown Arcade and Libbey Park area become congested with tourists, event participants, and shoppers all vying for parking near the event location or commercial business. Congestion also often occurs when larger community events at one of the area's two golf courses take place. Local residents have also cited local congestion occurs immediately following the dismissal of local schools.

Traffic congestion at the "Y" intersection of Highways 33 and 150 frequently occurs during peak commuting periods. Referred to as the "Y" due to its unusual configuration, the safety of the intersection of State Highways 33 and 150, has been the subject of much public debate. Due to the limited number of roadways serving the City, most of the traffic entering and exiting the City travels through this intersection, whose current geometrics provide drivers approaching from the south with little time to maneuver into the appropriate lane after crossing the intersection. Residents note that those not familiar with the area are often unsure of which

lane to choose and have created unnecessary traffic congestion. The geometrics of this intersection are further compli-cated by the introduction of an Ojai Valley Trail, which crosses Ojai Avenue at this intersection. One intersection improvement option recently discussed involved the installation of a traffic circle at the "Y." Although the option was recognized as being physically possible and as facilitating the movement of large numbers of automobiles through the "Y," this concept was rejected because it would create a negative impact on pedestrian and bicycle circulation through the intersection.



Circulation Conflicts at "Y" Intersection

As with many communities, Ojai has experienced a gradual acceptance and adoption of uniform improvement standards to be applied throughout the community. Although these standards bring a uniformity of design to the various components of community infrastructure, their implementation has also begun to erode the uniqueness of the community, especially in the realm of public improvements such as roadways. This is evident in areas where new development has encroached into older settings, imposing typical suburban development standards without a clear plan for the end product. The result is typified by a rural street edge, characterized by a dirt, gravel or asphalt path and soft street shoulder, suddenly interrupted by a portion of concrete curb and gutter with sidewalk. Since it is unlikely that the balance of the improvements will be made any time soon, the piecemeal implementation of such standards serves to disrupt the gentle small town, rural character that the residents likely found more appealing in the first place.

A key concept of the Ojai General Plan Circulation Element is that the community's roadway and transportation system is an integral part of the community's character, its quality of life, and its economic livelihood. Ojai's historic downtown, which is the center of the community's commercial and cultural focus, was developed along Highway 150 to enhance the City's accessibility to visitors. Therefore, while it is important to provide for the movement of traffic within, as well as through the City, this objective will not be permitted to compromise the more important objective of preserving the community's essential character and the area's natural environment which makes Ojai an attractive place to visit, live, and work.

Ojai believes that a constantly expanding circulation network and an endless sequence of programmed street improvements will not solve the problems of local traffic congestion, and may in fact result in an irretrievable loss of the essential qualities that make Ojai a desirable community. Expansion of the area's roadway system using traditional traffic engineering principles and standards will not fit well

with the varying design features that make up the character of the community, and will tend to preclude pedestrian and bicycle travel, which are a key component of community character.

The intent of the Circulation Element is that the area's transportation system should offer Ojai area residents not only reasonably efficient automobile traffic distribution, but also viable alternatives to automobile travel. The transportation program outlined in the General Plan thus seeks to increase the balance between various modes of transportation by increasing the desirability of transit, walking, and bicycling by providing mixed use land use opportunities which reduce the distance between home, work, and shopping and providing an enhanced system of bicycle and pedestrian paths.

Characteristics of a Livable Community include:

✓Well planned and designed transit: Livable communities involve careful coordination of transit planning with community development planning. Livable communities are neighborhoods where housing, schools, and parks are within easy walking distance of user friendly transit opportunities that effectively link residents with local social and economic services and jobs. In livable communities, transit service reflects the diverse needs of the community.

✓Transit, pedestrian and bicycle access: Land use planning, zoning and urban design encourage alternatives to automobile use. Such alternatives as walking, transit, and bike riding are designed and built into the community to ensure local mobility. In a livable community, use of the automobile is optional.

✓Mixed-use neighborhoods: Residential areas are complimented by the presence of office and commercial areas, recreational areas, and areas devoted to health, educational, and social service. Communities are planned and built on a human scale that emphasizes ease of access and community spirit. Business feel that they are part of a neighborhood.

✓Safe and secure: Streets are well lighted and designed to accommodate transit vehicles and pedestrians. Transit facilities and pedestrian walkways are designed to take into account the safety and security expectations of all passengers, including persons with disabilities. Traffic calming techniques are used to provide safety to pedestrians' lower traffic speeds.

✓Environmentally conscious: Well planned transit maximizes air quality. Parking is carefully managed to save space and to ensure that buildings are accessible to pedestrians and transit, and not isolated by large parking lots. Livable communities also contain sufficient parks and greenbelt to ensure a high quality of life for the residents.

✓Invite full community participation in the decision-making process: Residents have a voice in the future of their neighborhoods. Livable communities are committed to a planning and management process that includes a high level of participation by neighborhood organizations, small and minority businesses, and individuals who may not otherwise be heard.

Source: Livable Communities Initiative, Federal Transit Administration Program Description, 1994.

Figure 3 - Characteristics of a Livable Community

The General Plan and its various elements coordinate land use, transportation, air quality, and other environmental concepts and strategies. General Plan objectives are designed to improve traffic flow, local air quality, and energy conservation, as well as protect sensitive environmental resources by limiting the intensity and rate of new development to that which can be accommodated on area roadways; achieving a rational mix and organization of land uses which reduces, to the extent feasible, the need for automobile use and the length of individual trips; and promoting transportation demand management, systems management, and traffic calming programs. This balance

ensures that the City of Ojai maintains and enhances the characteristics that embody a truly "livable community" (see Figure 3 on previous page).

The provisions of the General Plan also ensure that the City will act responsibly in reviewing proposals for new development. The Circulation Element recognizes that new development cannot be permitted to exacerbate existing traffic congestion problems, and that new development must be responsible for contributing to appropriate solutions.

Traffic Calming

"Traffic calming" refers to programs designed to increase the compatibility of roadways with their surrounding environment, as well as increase their carrying capacity, by creating a steady flow of traffic at slower speeds. By calming (slowing) traffic, less space is needed between automobiles to maintain safe stopping distances, thereby allowing more vehicles to use roadways without requiring widening. The effect of traffic calming is to create a safer, quieter environment for adjacent land uses (Figure 4).

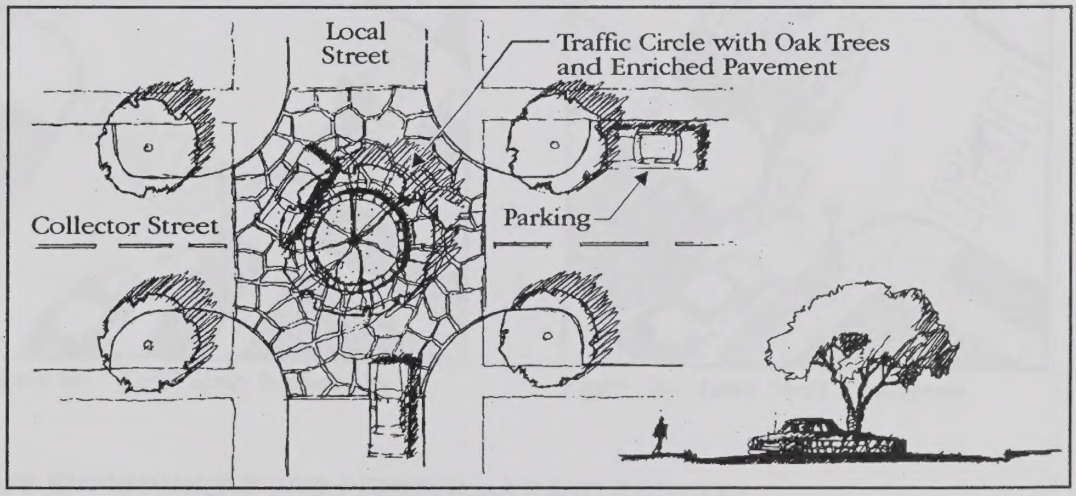


Figure 4 - Traffic Roundabout

Traffic calming techniques which may be incorporated into the City's circulation system include: speed humps, roundabouts, and neck-downs. Speed humps are raised roadway pavement areas running across the entire width of a street that normally have a height of 3 to 4 inches and a length of approximately 12 feet. Speed humps represent a lesser risk to vehicles than do traditional speed bumps, and have the advantage of being largely self-enforcing and or creating a visual impression, real or perceived, that a street is not intended for high speeds or "through" traffic. A roundabout is an at-grade intersection having a one-way circular roadway around a curbed central island. Sometimes called traffic circles or

rotaries, a ***small***, properly design roundabout provides for the safe and efficient movement of people and goods while preserving, enhancing, or reclaiming the adjacent neighborhood's livability.

Neck-downs consist of landscaped islands which are used to either narrow down a roadway, or to define a parking lane on either side of a roadway. They can be used to define entries into local residential neighborhoods, thereby discouraging through traffic. They can also be used to create subtle changes in direction along existing roadways by placing landscaping within existing parking lanes on one side of the street, and providing parking and neck-downs on alternating sides of the street (Figures 5a and 5b).

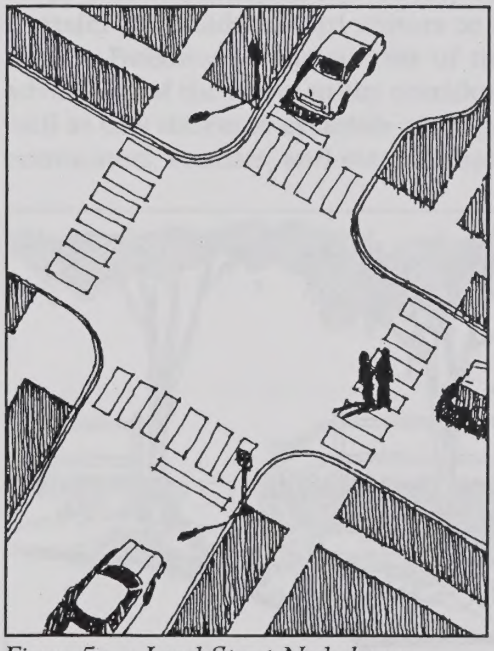


Figure 5a - Local Street Neck-downs

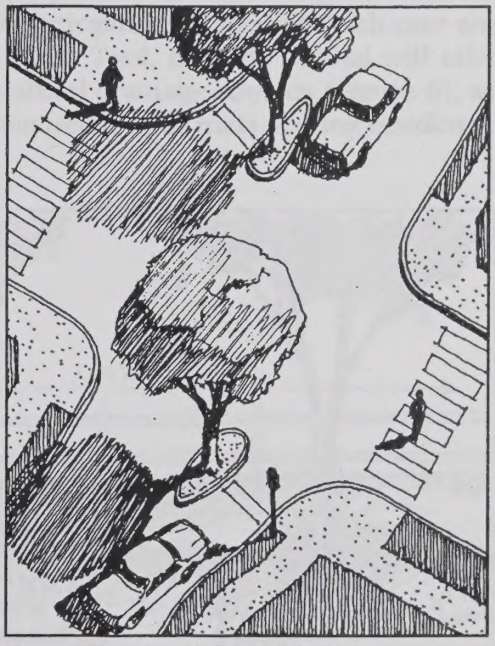


Figure 5b - Local Street Neck-downs

CREATING A SAFE ENVIRONMENT FOR PEDESTRIANS AND BICYCLES

Trails are an important component of Ojai's infrastructure; as important to the preservation of the community's character and health of its residents as are adequate streets, drainage, and utilities..

The City recognizes that Ojai's current "small town" character is largely due to local resident's ability to associate with one another at a pedestrian level. This is supported by the existing pattern of land use. The historic organization of the town (i.e., residential areas organized around a central downtown commercial core), is reminiscent of communities which measured most day-to-day activities with how long it took to walk from place to place. Ojai residents feel that the ability to safely walk or ride a bicycle throughout the community is an important characteristic which will need to be protected as the City grows.

The Ojai Land Use Element supports the development of a bicycle and pedestrian friendly transportation system by encouraging mixed-use and other live/work opportunities within the community.

Another component of the City's approach to local transportation planning is to build upon the existing level of pedestrian and bicycle activity, as well as existing and potential facilities in an effort to reduce congestion on local streets, promote energy conservation, and improve air quality, as well as make the community less dependent on the automobile as the primary mode of transportation within Ojai.

In keeping with Ojai's desire to maintain a small town feel, the General Plan provides for a hierarchy of equestrian, bicycle, and pedestrian ways designed to make it easier for residents and visitors to move, congregate, and interact with one another. Building on the success of the Ojai Valley Trail, the City of Ojai will take advantage of the many utility corridors and natural drainage courses (Figure 6), as well as City streets to establish a comprehensive network of trails serving residents, commuters, tourists, and recreational users.

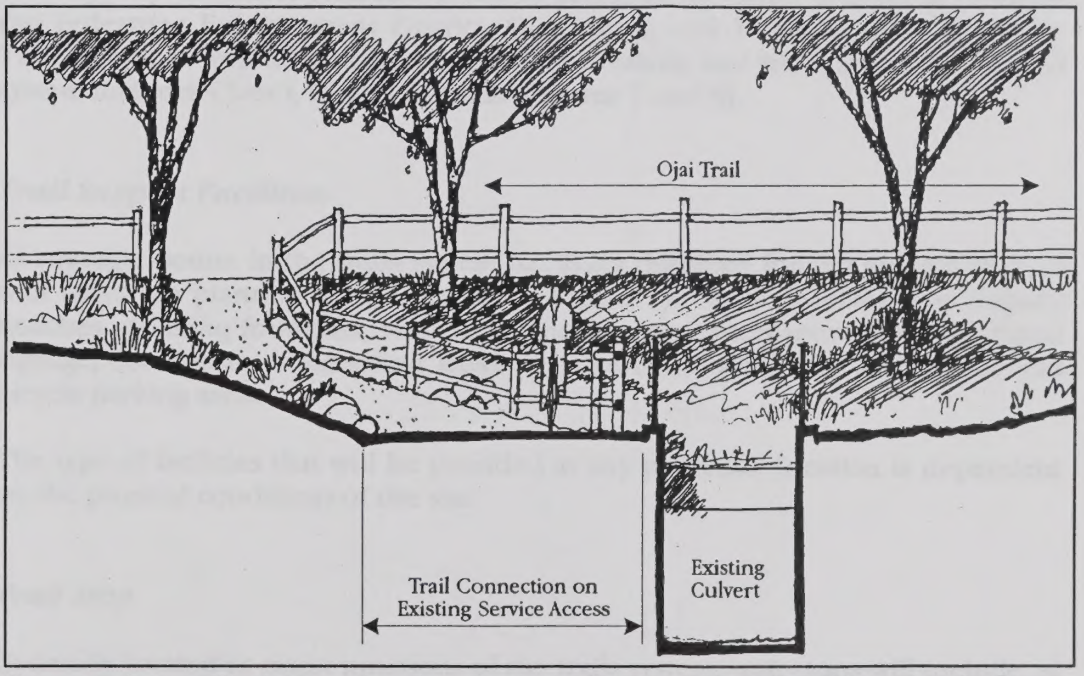


Figure 6 - Lateral Trail Access from Ojai Avenue at Existing Culvert Parallel to Canada Street

Ojai Master Plan of Trails

The Ojai Master Plan of Trails represents a comprehensive strategy to provide an extensive system of walking, biking, and equestrian trails that encourages residents to use alternatives to the automobile, and where possible, to use non-automobile travel as the primary mode of transportation. To accomplish this, the Ojai Master

Plan of Trails includes a combination of four different types of trail sections, a special pedestrian district, and various support facilities.

Ojai Valley Trail

The Ojai Valley Trail provides a shared off-street pedestrian, bicycle, and equestrian trail that connects to the Ventura County trails system. This trail provides recreation and commuter connections along Highway 150 and 33. Extensions of this trail also connect the Pedestrian Enhancement District, Ojai Village and Town Center, Libbey Park, and Soule Park (Figures 7 and 8).

Bicycle and Pedestrian Trails

The Bike and Pedestrian Trail system includes a number of specialized trail sections throughout Ojai. The trails denote where pedestrian and bicycle circulation is most appropriate. The Trail also provides access to the major recreation facilities, the Pedestrian Enhancement District, Ojai Village and Town Center, Ojai Valley Trail system as well as National Park and local hiking and walking trails. The trail system includes Class I, II, and III trails (Figures 7 and 8).

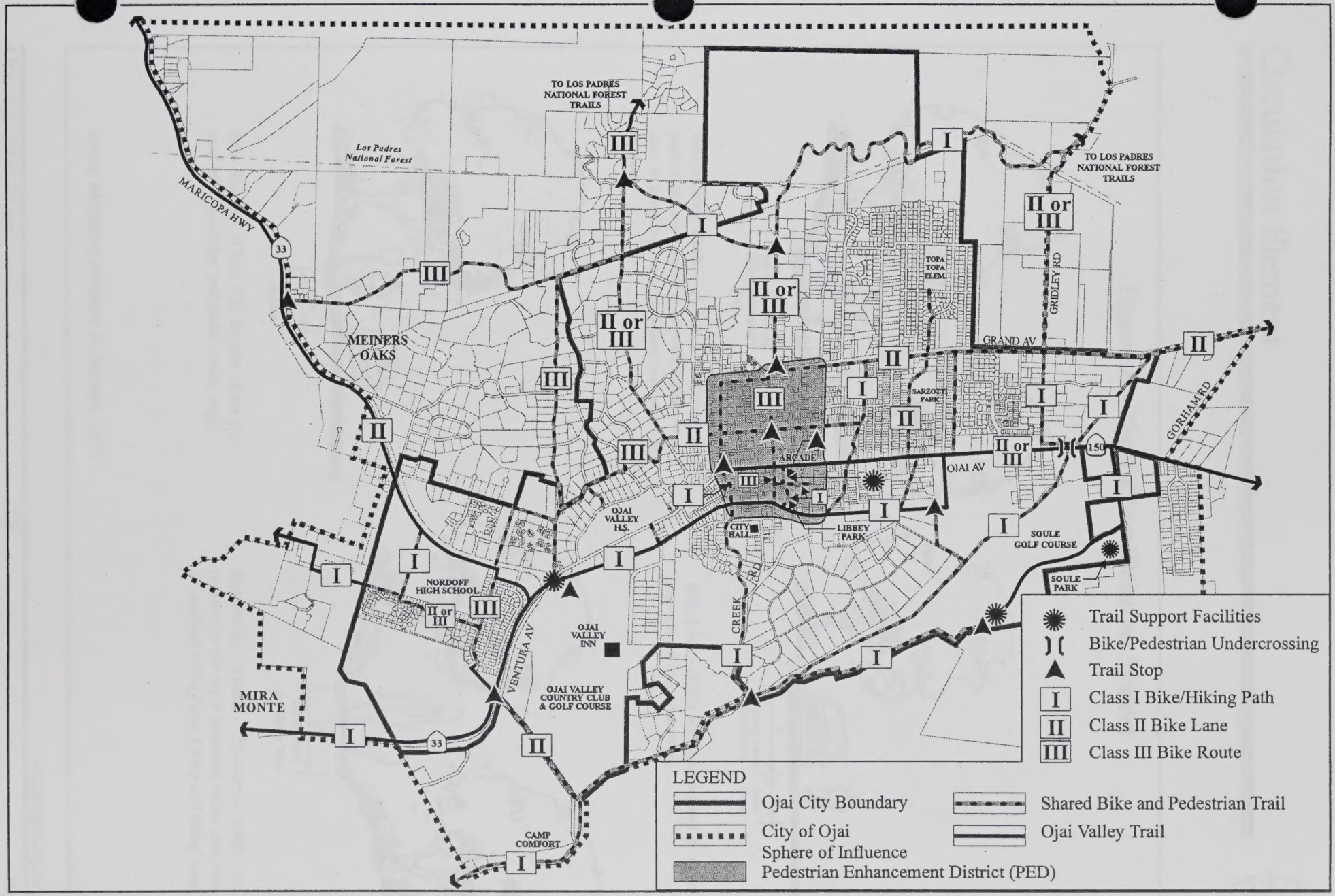
Trail Support Facilities

At strategic points in the trails system, facilities designed for the convenience of trail users are planned to be provided (Figure 7). Such facilities may include benches, drinking fountains, restrooms, picnic areas, interpretive and directional signage, community information kiosks, equestrian staging, and automobile and bicycle parking areas.

The type of facilities that will be provided at any particular location is dependent on the physical conditions of the site.

Trail Stop

Generally located at major junctions of the trails system, trail stops will include, at a minimum, directional signage depicting the Ojai trails system. Some trail stops may also include rest areas, benches and drinking fountains, or be combined with other trail support facilities (Figure 7).



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Figure 7

N

LSA

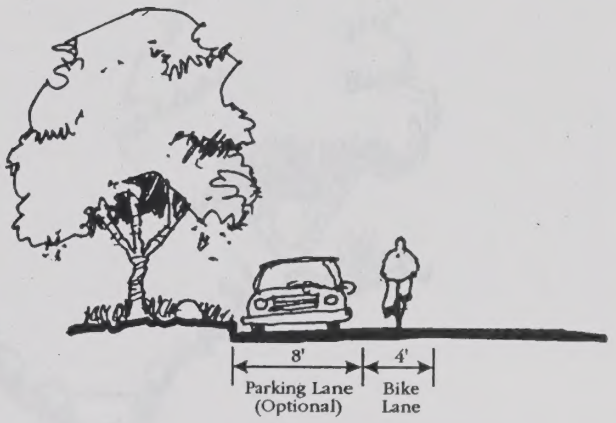
Trails Master Plan



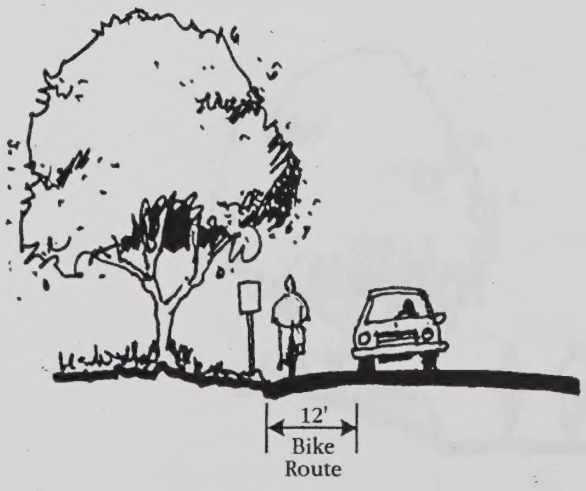
Figure 8 - Trail Classification System



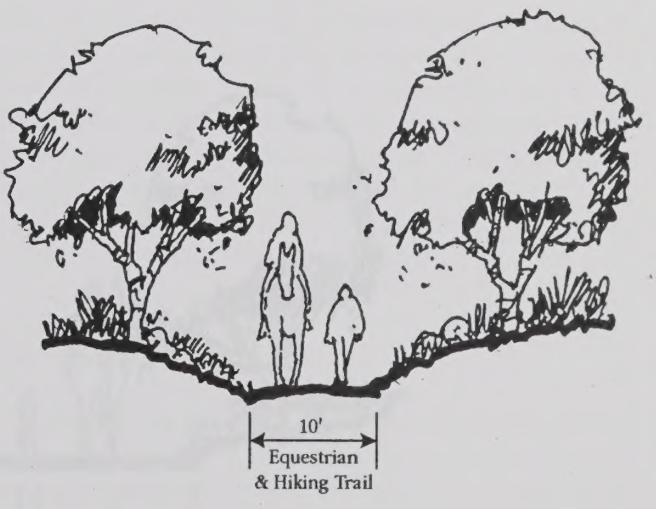
Bike/Hiking Path *- (Class I) Bicycles and pedestrians use a paved or unpaved right-of-way that is completely separated from any street or highway.*



Bike Lane *- (Class II) Bicycles travel in a one-way striped lane on a street.*



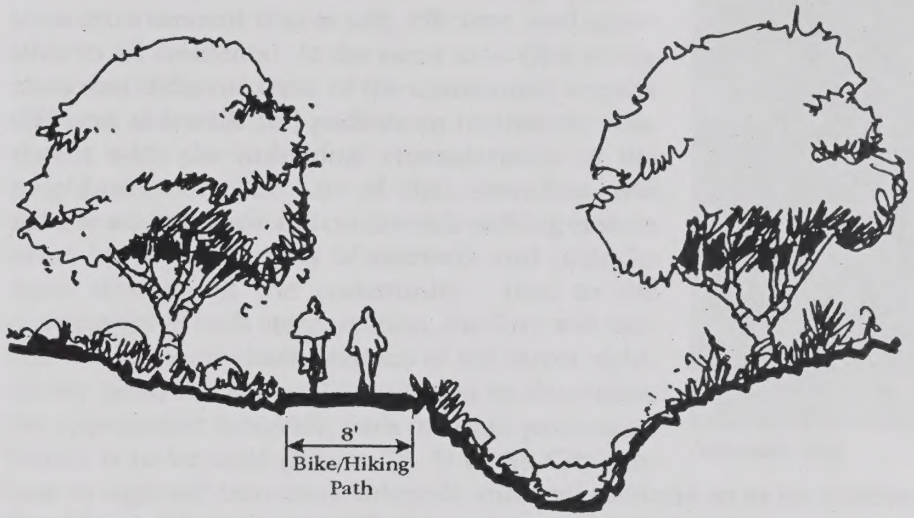
Bike Route *- (Class III) Bicycles share the road with pedestrian and motor vehicle traffic.*



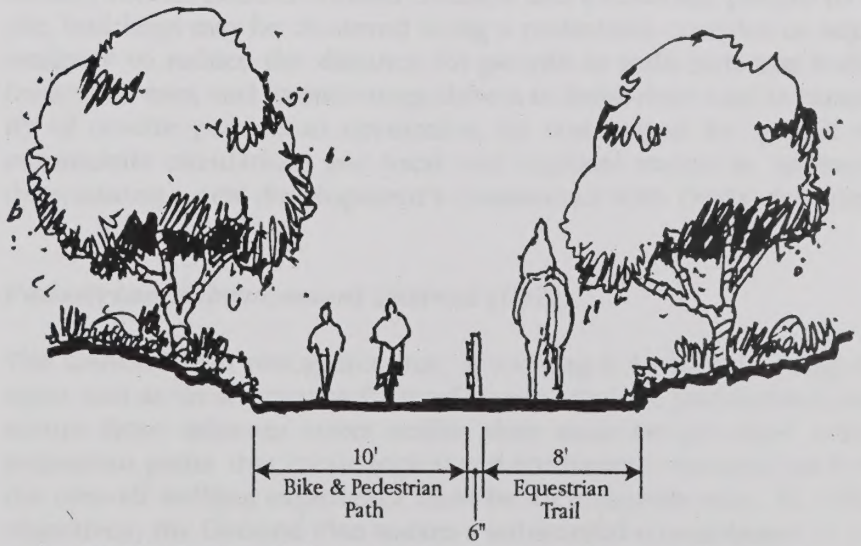
Equestrian Trail *- Equestrian trails are reserved for the use of horseback riders, and may be combined with off-road biking and hiking uses.*

Source: Mainstreet Architects & Planners, 1995.

Figure 8 - Trail Classification System (Con't.)



***Paths** - Pedestrian paths tend to be less formal than sidewalks, and can be combined with bicycle and equestrian facilities.*



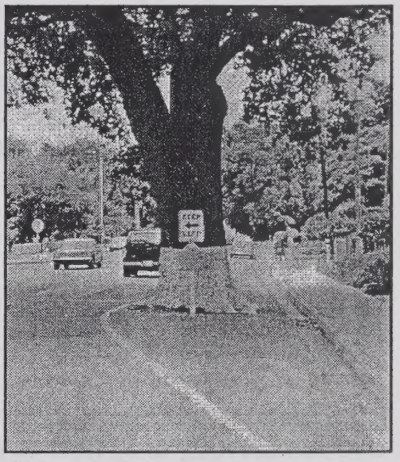
***Multi-Use Trails** - Multi-use trails promote a combination of trail uses with a single right-of-way. The Ojai Valley Trail is a good example of such a trail.*

Source: Mainstreet Architects & Planners, 1995.

Planning for the Pedestrian

Sidewalks and Paths

The City of Ojai is dedicated to creating a pedestrian environment that is safe, efficient, and accessible to all residents. At the same time Ojai recognizes that different areas of the community require different sidewalk and pedestrian treatments consistent with the individual characteristics of the neighborhood. The City of Ojai, therefore, will strive to achieve a safe and comfortable walking environment by using a variety of sidewalk and path designs throughout the community. Due to the uniqueness of each street section, the City will analyze the physical characteristics of the street right-of-way prior to trail implementation to determine the appropriate sidewalk, path or other pedestrian facility is to be used (Figure 7). It is the City's intent to logically transition sidewalk and trail sections so as to achieve a safe, comfortable, and logical sidewalk and pedestrian path network.



Sidewalk Oak

Site Development Considerations

New developments will be required to be designed with pedestrians in mind, and thereby reduce pedestrian/auto conflicts and encourage people to walk. For example, buildings may be clustered along a pedestrian corridor or adjacent to a public walkway to reduce the distance for people to walk between buildings once they leave their cars, and to encourage drivers to leave their cars at home. The desirability of on-site pedestrian circulation, its connection to public sidewalks, trails, automobile circulation, and local and regional transit is an important factor in determining a new development's consistency with Ojai's character.

Pedestrian Enhancement District (PED)

The General Plan recognizes that, if walking is to be encouraged for both recreation and as an alternative form of transportation, pedestrians must feel safe and secure from adjacent street traffic; they must be provided with sidewalks and pedestrian paths that create logical and continuous connections between uses; and the over-all walking experience must be an enjoyable one. In order to meet these objectives, the General Plan makes a substantial commitment to pedestrian needs throughout the community. This commitment includes the creation of land use designations which focus on allowing residents to live and work at the same loca-

tion, implementation of a comprehensive trail system, and provision of efficient local transit network.

In addition, the General Plan designates an area within the City's Town Center and Village as a special "enhancement" district that will focus on making improvements to support pedestrian activities. This "Pedestrian Enhancement District" or PED delineates an area in the community where the movement of pedestrians is an important aspect of the area's character. New development and public improvements within this area will be designed to favor pedestrian circulation. Typical improvements are to include: pedestrian oriented signage, street furniture, and landscaping; wide and enhanced sidewalk paving; prominent pedestrian street crossings; and narrowed street sections.

Trail Design Principles

The trail system identified above is intended to create an integrated "system" that serves local commuter, recreation, and tourist needs as well as to provide connections to the regional trails system. In delineating the Master Plan of Trails, several principles were used to provide continuity, improve public access, provide logical transition and destinations, and ensure the safety of trail users. These design principles will be used as review criteria for all new projects which are adjacent to or may have an impact on the planned trails system, to ensure that continuity, access, logic, and safety considerations are maintained and/or enhanced.

Continuity

Using the Ojai Valley Trail as the backbone, each trail has been planned to be an integral part of an overall network. New development will be required to respect this continuity and ensure that existing and future trail through routes and access points are maintained.

Community Access

Continued, unrestricted use of the trail system for recreation and commuting, as well as providing alternatives to the automobile is an important contributor to Ojai's over-all character. It is thus Ojai's intent to retain and expand the public's access to the trail system and provide links between new development and the trail system.

Destinations

The Ojai trail system links neighborhoods, recreation, commercial and employment centers in the community, as well as other regional trail and open space systems. New development will be expected to integrate the utilitarian and recreational aspects of the trail system in project design.

Safety

Safety is a high priority for the trail system. Visibility of trails and trail crossings, as well as provision of appropriate security measures along trail routes are important considerations in the design of the system.

FACILITATING THE USE OF PUBLIC TRANSIT

The City of Ojai sponsors a local transit service called the Ojai Trolley. The Trolley currently operates seven days per week from 7:30 a.m. until 5:30 p.m., and serves popular shopping areas, the Ojai Community Hospital, Ojai Valley Inn, Whispering Oaks, the community center, and Meiners Oaks. Regional transit service is provided by South Coast Area Transit (SCAT), which operates a line connecting Ojai to downtown Ventura through Meiners Oaks and along State Highway 33. The SCAT line operates seven days per week from 5:30 a.m. to 8:00 p.m. Both lines run on an hourly basis. An express route for commuters from Ojai to Ventura was canceled due to lack of ridership.

As a means of reducing traffic and improving air quality, it is the intent of the General Plan to increase public transit ridership. This will be accomplished through a combination of public education, provision of transit amenities, and coordination of local Trolley and regional SCAT line schedules. A public education program will be undertaken to increase the public's awareness of area transit services. This education program will also be used to increase the public's understanding of the advantages of public transit, including its role in reducing traffic congestion and improving area air quality.

Within new developments that could generate significant amounts of transit ridership (e.g., shopping, schools, senior housing), bus turnouts and bus shelters will be required to be provided, if requested by SCAT or if needed to enhance Trolley services and ridership. Where such transit amenities are provided, new development will also be required to provide convenient pedestrian access between new uses and transit stops.

Currently, Trolley and SCAT services run independently. The City of Ojai will work with SCAT to coordinate Trolley and SCAT bus schedules to facilitate transfers

between the Trolley and SCAT. This will expand the range of potential services for both systems.

PUBLIC UTILITY CORRIDORS

In addition to roadways, trails, and public transit, municipal Circulation Elements are required to address the need for public utility corridors for the delivery of energy resources (gas and electricity), disposal of sewage, and provision of other public utilities (e.g., telephone, cable television). The General Plan intends that such utility corridors follow the same rules as for roadways, avoiding significant impacts on the natural environment, preserving oak trees, and fitting comfortably into the community's small town character. As a result, all such utilities are to be located below ground and within public street rights-of-way or dedicated utility rights-of-way or easements. New utility corridors are to be protective of the area's natural environment, and are to preserve mature oaks in place.

VALLEY WIDE SOLUTIONS TO TRAFFIC CONGESTION

Morning and evening commutes in and out of the City are a major concern for Ojai residents. Due to the narrow width of State Highway 33, which connects Ojai to Ventura, commuters are often forced to negotiate the two lane highway in a long line of vehicles. Without adequate width to handle turns or slow moving traffic, congestion is common, especially during the evening peak commute hour. Congestion problems are particularly acute in the communities of Casitas Springs and Mira Monte, where numerous driveways front along the State Highway.

Although residents are clearly frustrated with increasing congestion along State Highway 33, many have concluded that the commuter traffic is the price to be paid for living in Ojai and for protection of the rural character of the canyon connecting Ojai to Ventura. They feel that widening State Highway 33 would only result in temporary traffic improvements as it would also mean bringing additional development to the Ojai Valley.

County policies have limited the widening of State Highway 33 due to the impacts which would result on adjacent rural communities. A bypass around these communities is being proposed by the County and has been included in the State Transportation Improvement Program; however, funding for such a project is unlikely to occur within the planning horizon of the Ojai General Plan. In the absence of a comprehensive widening project, the County is proposing use of traffic controls, widening at critical intersections, and provision of acceleration and deceleration lanes, where feasible, to provide partial relief from congestion problems.

The Circulation Element proposes taking a valley wide approach to solving congestion problems along State Highway 33. This would include limitations on development within both the County and City to reduce traffic impacts on the Highway

until physical improvements and widening is in place, emphasizing transit alternatives, and establishment of an areawide financing mechanism for highway improvements.

The City of Ojai has adopted residential growth controls, and has tied the rate of commercial growth to population growth. Ventura County has adopted residential growth controls for the Ojai Valley area. In addition, Policy 4.2.2.4 of the Ventura County General Plan prohibits discretionary development that would add ***any*** traffic on State Highway 33 during critical weekday commuter traffic periods without appropriate mitigation.[1] The County has not established commercial growth controls.

The net result of these policies is a significant inducement for commercial development within the unincorporated portions of the Ojai Valley, where the vast majority of commercially zoned land actually fronts ***on*** the highway. While it may be argued that new commercial uses along State Highway 33 would not violate County policy because these uses would cater specifically to commuters during peak commute hours, and that provisions of acceleration/deceleration lanes would mitigate peak hour impacts, continuing commercial development along the State Highway will increase overall traffic on the highway and eventually result in significant ***off-peak*** congestion impacts by increasing the number of conflicting left turn movements.[2]

The Ojai General Plan proposes that the County link commercial growth to residential growth, thereby removing the advantage of developing commercial uses in the County.

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1 Policy AQ-P4 of the Ojai General Plan Air Quality Element prohibits approval of development projects that "do not mitigate their peak hour trips on State Highway 33 at the Edison curve through Castias Springs except for affordable housing projects."

2 Currently, Ojai commuters can stop at commercial uses along the east frontage of the highway on their way home without requiring a left turn movement. However, during off-peak hours and weekends, patrons would be required to make left turn movements either into or from commercial establishments.

CIRCULATION ELEMENT POLICIES

BALANCING COMMUNITY CHARACTER AND CIRCULATION NEEDS

CIR-1 Provide for the efficient movement of vehicles by designing, constructing, and maintaining a roadway circulation network which will function at an acceptable level of service (LOS). The City will strive to achieve and maintain LOS C, where it is economically and environmentally feasible to achieve that objective in a manner consistent with community character and the non-transportation provisions of the General Plan, but will accept lower levels of service where necessary to:

- protect Ojai's unique community character or the quality of the area's natural environment;
- provide for the safety of pedestrians and bicyclists and to avoid gaps in the City's trails system;
- conduct major community events that are important to the City's cultural, community, and economic health.

The minimum acceptable LOS along State Highways 33 and 150 would be LOS D, except for any segments or intersection operating below LOS D as of the date of adoption of this Circulation Element, in which case, LOS E is considered to be acceptable.

At any intersection, the minimum acceptable LOS shall be C where the minimum acceptable LOS for each intersecting street is also C. In all other cases, the minimum acceptable LOS for an intersection shall be the lower of the acceptable LOS standards for the intersection roadway links.

CIR-2 Limit the intensity of future development to that which can be accommodated on area roadways through creation of a mix of land uses that realistically balances (1) community growth potential, (2) community character, environmental, and neighborhood protection needs, and (3) the desire for improving the performance of the City's roadway system.

Where (1) existing or (2) projected traffic volumes at general plan build out prevent a project from complying with this policy, limit development to the maximum peak hour volume-to-capacity (V/C) ratio increases delineated in Table A, unless a greater increase is required to accommodate the following:

- Construction of a single family dwelling on an existing lot of record.
- An affordable housing project needed to achieve the City's Housing Element objectives for the production of low and moderate income housing.

- A project or event that is important to the City's cultural, community, and economic health.

CIR-3 Continue to protect oak, sycamore, and other mature trees located within existing and future roadway rights-of-way and avoid widening and construction of streets where such projects will result in significant impacts to historic structures or facilities within the community.

Table A - Allowable Project-Related Traffic Increases Where Roadway Performance Standards Are or Will Be Exceeded

Existing or Future Link/ Intersection LOS	Volume to Capacity (V/C) Ratio	Maximum Peak Hour V/C Increase
C	0.71 - 0.80	0.010
D	0.81 - 0.90	0.0060
E	0.91 - 1.00	0.0030
F	≥1.01	0.0030

Source: LSA Associates, Inc., 1995.

CIR-4 Facilitate the application of special design standards that recognize the inherent differences between urban and rural land uses (e.g., requirements for construction of curbs, gutters, and sidewalks in urban, but not rural areas), protect and incorporate existing oak and other mature trees located in or adjacent to the street right-of-way into overall street design, as well as standards that promote safety in areas of special circumstances (e.g., hillside and agricultural areas) and maximize the unique natural and manmade character of the community.

CIR-5 Achieve and maintain an organization of land uses which, to the extent feasible and consistent with community character and environmental protection, integrates places of residence, retail commerce, daily service needs, work, education, and recreation, and which minimizes the impacts of through traffic within residential neighborhoods.

CIR-6 Analyze the desirability of roadway widening projects, proposed new roadways, and proposed installation of traffic control devices in terms of their consistency with the General Plan's goal of preserving Ojai's unique character and its environmental quality.

CIR-7 Prior to commencing with new roadway construction, widening of existing roadways, or installation of traffic control devices, determine whether Transportation Systems Management, Transportation Demand management, and/or traffic calming techniques can be used to avoid the need for such physical improvements.

CIR-8 Because transportation capital, operation, and maintenance funds are severely limited, pursue transportation funding based on the following principles:

- Roadway improvements required by new development are to be paid for by those who generate the need and benefit from them.
- Roadway improvements necessitated by existing development should have needed improvements financed from transportation funds, such as gasoline taxes, Transportation Development Act funds, local transportation sales taxes, etc. Where funding sources prove inadequate, roadway funds should be augmented by assessment districts, impact fees, and related funding mechanisms.
- Existing excess road capacity should not automatically be granted to new users. In cases where existing developments have provided excess roadway capacity in order to serve future development, new development should pay for that existing capacity just as it would for new roads.
- To the extent permitted by law, road maintenance should be paid for by road users.

CIR-9 Promote the design of roadways to optimize safe traffic flow within established roadway configurations by minimizing turning movements, uncontrolled access, on-street parking, and frequent stops to the extent consistent with the character of adjacent land uses.

CIR-10 Maintain an adequate supply of parking to support the function of the uses it serves, and to facilitate transportation demand management programs.

CIR-11 Reduce the need for vehicular travel by:

- establishing and maintaining a comprehensive system of bicycle and pedestrian paths and trails, and providing appropriate facilities along these routes, paths, and trails;
- supporting the responsible expansion of public transit services, including connections between major destinations within the community and employment areas within Ventura;

- promoting the use of public transit and ride sharing through development of convenient and attractive facilities;
- promoting Transportation Demand and Systems Management Programs; and
- facilitating workplace alternatives such as teleconferencing and telecommuting centers, and facilitating the ability of residents to work at home.

CIR-12 Preserve and enhance the City's ability to hold community events that are significant tourist and local draws by:

- establishing a customized trolley schedule to be used during community events, connecting the "Y" Park-and-Ride and the downtown Park-and-Ride lots to the event;
- providing clear directional signage to the most popular locations related to tourist areas to help direct visitors who are unfamiliar with the community;
- working with event sponsors to establish special transit services connecting off-site parking areas to the event in order to reduce congestions in the downtown area during events; and
- permitting community groups to offer valet or shuttle service as fund-raising activities during community events.

CREATING A SAFE ENVIRONMENT FOR PEDESTRIANS AND BICYCLES

CIR-13 Provide a comprehensive multi-use trail system which:

- is safe and useful for everyday tasks such as travel to school, shopping, work, and recreational facilities;
- contributes recreational opportunities to the community, and serves as a partial alternative to automobile use;
- connects major destinations within the City; and
- provides appropriate connections to regional routes and the trail facilities within the National Forest.

CIR-14 Avoid roadway and intersection improvements construction which could compromise the integrity of Ojai's bicycle and pedestrian circulation systems. Prohibit roadway and intersection improvements which would create gaps in the community's bicycle and pedestrian trails systems.

CIR-15 Require that new commercial, industrial, institutional, and recreational uses be designed to facilitate pedestrian and bicycle access, giving on-site pedestrian and bicycle access equal priority to on-site automobile circulation.

CIR-16 Enhance pedestrian safety by:

- providing four-way stops at heavily used trail/street crossings;
- constructing street "neck-downs" to narrow street crossings at key pedestrian crossing locations; and
- lengthening the "WALK/DON'T WALK" cycle or providing a dedicated pedestrian walk phase, including diagonal pedestrian crossings at signalized intersections.

CIR-17 Provide new pedestrian connections between Libbey Park and those uses which front Montgomery Avenue.

FACILITATING USE OF PUBLIC TRANSIT

CIR-18 Ensure public awareness of available public transit services through a community outreach program, which provides information on the availability of transit services, and provides information on advantages of public transit usage such as reduced traffic congestion and improved air quality.

CIR-19 Require the provision of transit amenities including, but not limited to, bus turnouts and bus shelters in new developments which can provide a significant source of transit ridership (e.g., shopping, schools, senior housing) when such facilities could improve Trolley service or ridership, and when requested by SCAT.

CIR-20 For uses located adjacent to transit stops, require the provision of convenient pedestrian access between the development and the transit stop.

CIR-21 Work with SCAT to coordinate SCAT and Trolley service schedules, increasing the feasibility of passengers transferring from one system to the other.

CIR-22 Work with SCAT to reinstate express commuter service on at least a trial basis following the community outreach program described in Policy CIR-18.

PUBLIC UTILITY CORRIDORS

CIR-23 Require all new utilities to be placed underground[3] and to be routed in a manner which protects Ojai's unique community character, preserves mature oak and sycamore trees, and maintains the quality of the area's natural environment.

VALLEY WIDE SOLUTIONS TO TRAFFIC CONGESTION

CIR-24 Ensure that new developments do not contribute to further deterioration of levels of service on the regional roadway system, particularly with regard to State Highway 33. Exceptions to this policy may be made for affordable housing developments needed to achieve adopted Housing Element objectives for the production of housing where no feasible mitigation measures exist consistent with the need for production of affordable housing.

CIR-25 Continue to tie the amount of Ojai's new commercial growth to the rate of population increase in the City, and work with Ventura County to achieve similar management of commercial growth within unincorporated areas, thereby providing for the rational management of new traffic-generating sources.

CIR-26 Work with Ventura County and Caltrans to establish a funding mechanism for needed improvements along State Highway 33.

CIR-27 Ensure that the provision of roadway carrying capacity improvements supports, rather than leads, the determination of desired land uses and land use character. While the absence of roadway carrying capacity presents a constraint to development, its availability should not be permitted to lead to development which is inconsistent with the desired character of the community or the need to protect the area's natural environment.

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3 Electrical lines in excess of 66kv may be placed above ground when necessary.

IMPLEMENTATION AND MONITORING PROGRAM

INTRODUCTION

The Ojai General Plan Circulation Element Implementation and Monitoring Program describes the specific actions necessary to implement the Circulation Element's goals, objectives, approach, and strategies. The Implementation and Monitoring program is organized into three separate program components (see box at right).

Implementation and Monitoring Program Components	
✓	*Development Review*
✓	*Special Studies and Programs*
✓	*Implementation Monitoring*

DEVELOPMENT REVIEW

The Development Review portion of the Circulation Element Implementation Program is intended to ensure that new development is consistent with the General Plan. This portion of the Circulation Element outlines the criteria that will be used to determine development requirements, as well as the site-specific analysis that will be needed. To ensure consistency with the Circulation Element, the following fundamental questions need to be answered for each proposed development project:

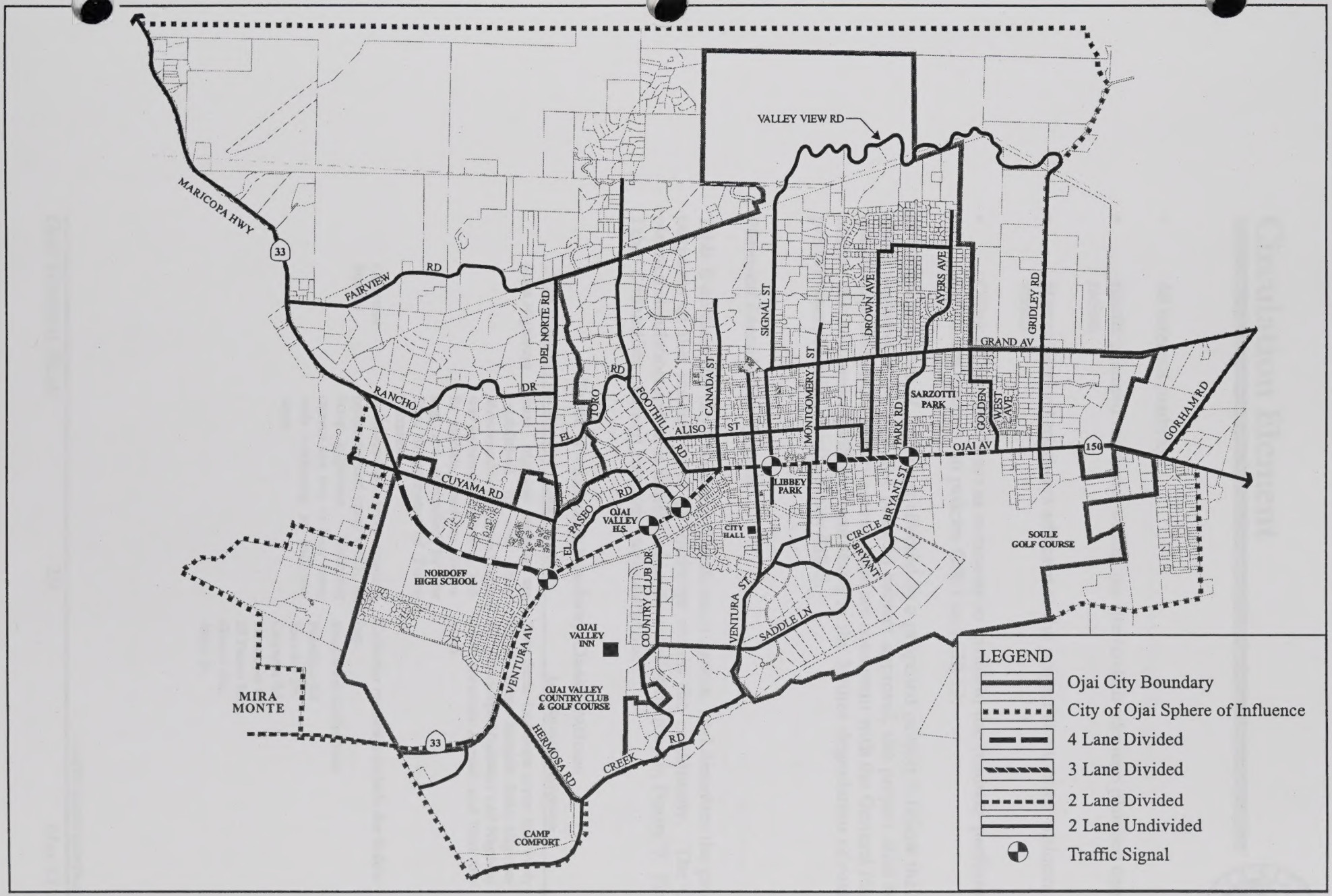
- ✓ Is the project design consistent with Circulation Element policies?
- ✓ What roadway improvements need to be provided?
- ✓ What trail improvements need to be provided?

Is the Project Design Consistent with Circulation Element Policies?

All proposed discretionary development projects are to be consistent with the policies of the Circulation Element. Thus, the City will review policies CIR-3 through CIR-20 to determine what modifications, if any, need to be made to the proposed discretionary development project to make it consistent with Circulation Element policies.

What Roadway Improvements Need to Be Provided?

Individual developments will be reviewed to determine applicable roadway improvement requirements by comparing them to the Circulation Element Map (Figure 9) and the Roadway Classification Table (Table B). At a minimum, new developments will be conditioned to provide the following improvements:



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Figure 9

N

LSA

Planned Circulation System



- All internal roadways
- master planned roadways within the site to their ultimate planned configuration
- Master planned roadways adjacent to the project site to their ultimate half-width
- Other off-site roadways as necessary to maintain the roadway performance objectives outlined in policies CIR-1 and CIR-17.

If the performance of any street affected by a proposed project is below the standards outlined in Policy CIR-1 prior to project approval, the project shall be required to provide such improvements that are consistent with the General Plan to ensure that the project will not contribute to the further degradation of roadway performance, consistent with Policy CIR-2.

Planned Circulation System

Table B outlines the City's roadway classification system, and describes the primary purposes of the various types of roadways within the community. The City's planned circulation system is illustrated in the circulation map in Figure 9. Finally, Table C identifies planned roadway improvements.

Table B - Existing Roadway Classifications

Ojai General Plan Roadway Classifications		Location/Description
State Highways	State highway widths are established by the State. Maintenance levels and highway improvements (e.g., traffic signals, roadway widening) are controlled by the State Department of Transportation.	Two State highways serve the study area. These include State Highway 33[1] (Maricopa Highway) and Highway 150[1] (Ventura Avenue and Ojai Avenue).
Collector Streets	Roadways that serve abutting property and carry traffic to State highways. Collector streets are two to four lanes with widening at intersections.	Collector roadways include the following: **East/West Collectors** Fairview Rd. Rancho Dr. Cuyama Rd. Hermosa Rd. El Paseo Rd. Grand Ave. Aliso St.

Table B - Existing Roadway Classifications

Ojai General Plan Roadway Classifications		Location/Description
		North/South Collectors
		Del Norte Rd. Foothill Rd. Country Club Dr. Canada St. Ventura St. Signal St. Montgomery St.
Local Streets	Roadways that provide for neighborhood traffic movement. Local streets carry traffic from individual properties to Collector Streets and ultimately to the State highways. These streets are not encouraged to carry through traffic, and are typically two lanes.	Local streets represent roadways not listed as State Highways or collector roadways.
Couplet	A couplet may be a Collector, Local street, State highway, or a combination of these roadways designed to carry traffic in one direction. Special cross sections for any couplet will be designed based upon individual circumstances.	The potential to divert traffic around the historic downtown area has been a discussion issue for some time. Original efforts focused on diverting through traffic around the commercial area. A more recent Couplet Study provided a number of alternatives using a system of one-way streets.
Special Circumstances	Streets that abut historic structures, facilities or located with oak tree constraints.	There a number of examples within the study area that demonstrate this situation. The most visible include the preservation of oak trees within the street right-of-way throughout the Village Residential area. Other street sections, such as along Ojai Avenue at the Arcade are severely limited due to the existence of historic or commercial structures.

[1] Included as part of the Congestion Management Program roadway network.

Table C - City of Ojai Planned Roadway Improvements

Location	Recommended Improvement
Ojai Avenue (SR-33), between the "Y" and Country Club Drive	Upgrade to a two lane divided roadway section.
"Y" intersection Maricopa Highway (SR-150), SR-33, and Del Norte Rd.	Add a free right turn lane from northbound SR-33 to eastbound SR-33, along with appropriate transition lanes to the east of the "Y".
SR-33 between Signal St. and Montgomery Ave.	Install landscaped pedestrian crossing with enhanced pavement.
Intersection of SR-33 and Montgomery Ave.	Provide for an adjacent, protected east and westbound left turn pockets from Ojai Avenue to North and South Montgomery streets in character with Ojai's historic downtown area.
Intersection of SR-33 and Fox	Provide for signalized intersection and pedestrian crossing improvements.
Fulton Street	Extend approximately 600 feet to Bryant Circle to provide a second access to the business park.
Topa Topa Street/Willow Street connections	Provide an east/west connection by connecting either Topa Topa or Willow streets between Fox and Montgomery streets.
Mallory Way	Preserve right-of-way for a possible future roadway/bikeway improvement in connection with redevelopment of adjacent properties.
Santa Ana Street connection	Connect Santa Ana between Canada Street and Blanche Street to enhance east/west travel through this area.

Source: Robert Kahn, John Kain & Associates; LSA Associates, Inc., 1995.

What Trail Improvements Need to be Provided?

Individual developments will be reviewed to determine applicable trail improvement requirements by comparing them to the Trail Classification System (Figure 8). At a minimum, new developments will be conditioned to provide the following improvements:

- Appropriate physical improvements to link the site to the existing trail system;
- Appropriate easements/rights-of-way to link the site to the planned trail system;
- Appropriate easements/rights-of-way for planned trails through or adjacent to the site; and
- Directional signage and traffic controls to ensure trail safety.

Trail Standards

The basic trail standards to be used for implementation of the Trail Classification System are depicted in Figure 8, which identifies proposed location and width of each trail type depicted in Figure 7. It is recognized that these standards may need to be modified, revised, or adapted to site-specific physical or environmental constraints as each trail is constructed.

SPECIAL STUDIES AND PROGRAMS

The Special Studies component describes the long range implementation measures that the community will undertake to implement the Circulation Element. Because they are long range, these special studies are to be implemented at various times over the life of the General Plan Circulation Element. This program assigns priorities to each special study that can be coordinated over time with the City's budget process and capital improvement program (see on the right). As part of the annual General Plan review, the City Council will review and revise the priorities for individual studies. Upon completion of any study, specific implementation programs may be adopted as appropriate.

Special Studies Implementation Priorities

Priority	*Action*
One	*Program to be initiated within one year.*
Two	*Initiate within the next two to five years.*
Three	*Initiate beyond the next five years.*

Beginning with the first budget cycle following one year after adoption of the Circulation Element, the City Council will annually review the list of special studies listed in this section and to revise the priorities of these studies, based on available resources. Upon completion of each study, appropriate General Plan implementation programs may be added to the Implementation and Monitoring Program contained in the General Plan.

The funding sources for each action listed below will be assigned annually as part of the General Plan Review and Update and the City's annual budget process.

Downtown Ojai Parking Study (Priority One)

Analyze opportunities for enhanced parking within the Village Mixed Use (VMU) designation, including, but not be limited to:

- an inventory of existing on and off-street public and private parking;
- existing and future development intensities (based on the most probable build out within the VMU designation);

- an analysis of existing and future parking deficiencies that will identify the number and location of spaces needed to meet existing and future demand; and

- a detail action plan of both public and private parking improvements that will ensure an adequate supply of parking to support all uses within the City's downtown.

Bicycle and Pedestrian Crossing Study (Priority Two)

Complete a study assessing the feasibility of, and preparing a detailed design for, a bicycle and pedestrian under crossing at State Highway 33 and the San Antonio Creek. Coordinate the design studies with the Land Use Element Design Concepts for a gateway treatment in the same location.

Bicycle and Pedestrian Action Plan (Priority Two)

As part of an ongoing policy for the enhancement of bicycle and pedestrian opportunities in order to achieve a more "livable" and sustainable community, develop a Bicycle and Pedestrian Action Plan that includes the following:

- Appointing a City Bicycle and Pedestrian Coordinator to function as a liaison between the City policy makers and the biking and walking community

- Creating and soliciting community participation in a Bicycle and Pedestrian Advisory Committee comprised of both professional City staff and citizens having an interest and/or expertise in bicycling and walking issues

- Developing a community bicycle and walking information and safety program designed to provide the general public with information regarding local and regional trail locations, bicycle and pedestrian events and safety programs, as well as an update on new trail system facilities development.

Pedestrian Enhancement District Guidebook (Priority Two)

Using the policies contained in the General Plan Land Use and Circulation Elements, develop an illustrated guide for new and infill development within the Pedestrian Enhancement District (PED) designation. Include strategies, concepts, and examples of ways in which new and infill development can participate in the creation of a more bicycle-and pedestrian-friendly community.

CIRCULATION ELEMENT REVIEW AND UPDATE

California Government Code Section 65400(b) requires the planning agency of each city and county in the State to provide an "annual report to the legislative body on the status of the (general) plan and progress in its implementation." The following section details the contents of such a report, which will be prepared and delivered annually to the Ojai City Council regarding the implementation of the Circulation Element.

Circulation Element Review

On an annual basis, the Planning Department will report on the implementation of the General Plan Circulation Element and provide the following information:

✓ A summary of activities undertaken over the past year to implement the General Plan Circulation Element.

✓ A review of the General Plan Circulation Element Map and Master Plan of Trails Map to ensure that:

- adequate roadways are planned to support planned development, and that the Land Use and Circulation Element continue to be correlated;
- adequate trails are planned to provide a viable alternative to automobile travel; and
- appropriate interface is provided between planned land uses, planned roadways, and planned trails.

✓ A status of planned roadway and trail improvements, including adequacy of funding.

✓ An assessment of valley wide and regional transportation policies and physical improvements over the past year and their associated impact on Ojai's circulation policies.

✓ Recommendations for future Circulation Element Revisions. Upon adoption by the City Council, a copy of the Circulation Element will be provided for review to the County and regional agencies who have an impact on transportation planning with Ojai and its sphere of influence.

IMPLEMENTATION MONITORING

The following information provides an index of General Plan Strategies and related implementation programs along with a description of the responsibility, timing, and funding that is likely to be necessary to implement the Ojai General Plan.

Table D - General Plan Implementation Monitoring Matrix

Implementation Program	Responsibility	Timing	Funding Source
Development Review			
Review and Determination of project consistency	Planning Department Engineering Department	Implemented on a project by project basis	Department budget and development review fees
Special Studies and Programs			
Downtown Ojai Parking Study	Planning Department	Initiate within one year (1997)	Department budget
Bicycle and Pedestrian Crossing Study Bicycle and Pedestrian Action Plan Pedestrian Enhancement District Guidebook	Planning Department Engineering Department	Initiate within the next 2 to 5 years (1997-2000)	Department budgets. ISTEA Grants FTA Grants included within the Livable Communities Initiative (requires 20 percent match form City) Program funding sources include: ✓Transit Capital Discretionary Grant of Loan Program ✓Transit Formula Assistance Block Grants ✓Planning and Research Program ✓Surface Transportation Program ✓Congestion Mitigation and Air Quality Program

Table D - General Plan Implementation Monitoring Matrix

Implementation Program	Responsibility	Timing	Funding Source
Circulation Element Update			
Circulation Element Review	Planning Department Engineering Department	Annually in coordination with the City's budget process.	Department Budgets

Air Quality Element

INTRODUCTION

BACKGROUND AND PURPOSE OF THE ELEMENT

California Government Codes Sections 65300 and 65302 mandate that every city and county within the state prepare a General Plan containing the following elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. The purpose of General Plans is to provide and guide a community with long-term development plans and goals. The elements may be adopted individually or in various combinations (State of California, Office of Planning and Research, 1990). California Government Codes Section 65302 states that cities or counties may prepare additional elements that may meet the unique needs of the community. Air quality is not always suggested as an individual element, but is often addressed in Conservation, Resource Management, Health and Safety and/or Circulation Elements. However, the addition of air quality elements to California General Plans has been recommended by the Southern California Association of Governments (SCAG), the regional planning agency for six Southern California counties including Ventura, and local air pollution control districts (Ventura County Air Pollution Control District [VCAPCD]) as the most effective process for identifying and integrating local actions into a comprehensive air quality strategy (SCAG, 1990).

Although air quality elements are not required, they are particularly important in California communities where air quality is a dominant issue with respect to its attainment and maintenance of state and federal standards. The main intent of air quality elements is to address the following:

- Problems with maximum air pollution levels that are higher than the national and state clean air standards
- Reduction of the health and economic impacts of air pollution
- Compliance with the requirements of the Ventura County Air Quality Management Plan
- Increase awareness of local responsibility for air quality and the vital role of local government in meeting the emission reduction goals of the air quality management plan
- Coordination of local projects that impact air quality both locally and regionally (SCAG, 1990)

Air Quality Element

As Ventura County grows, attainment, maintenance, and preservation of the clean air standards will be significantly affected by local land use decisions made at the city and county level (VCAPCD, 1991). If land use decisions are made proposing growth, air quality improvement could be compromised. Population growth would initiate greater auto use and, in turn, emissions. Therefore, an important consideration in land use planning decisions will be the reduction of vehicle trips generated by new development.

The contents of this document are intended to provide the City of Ojai with background technical information so as to make informed decisions with respect to adoption of policies and the development of ordinances.

HISTORY

OVERVIEW

The City of Ojai is located within the South Central Coast Air Basin. The Ventura County Air Pollution Control District (VCAPCD) monitors air quality and provides regulatory guidance for the region. This air basin is separated into two distinct areas, northern and southern, because of differing meteorology. The northern half comprises the rural portions of Ventura County and encompasses the entire area of the Los Padres National Forest. The southern half comprises the urbanized portion of the County which is divided into two airsheds: the Ojai Valley Airshed and the Oxnard Plain Airshed. Figure AQE-1 illustrates the County's two airsheds.

Ventura County is a nonattainment area for the federal and state ozone standards and the state standard for fine particulate matter (PM-10) (VCAPCD, 1991). Although air quality has improved in recent years, the County is not close to reaching attainment of federal and state air quality standards. During the years 1987 through 1989, Ventura County exceeded the federal ozone standard an average of 44 days per year, while exceeding the more stringent state ozone standard an average of 125 days per year (VCAPCD, 1991). An analysis of monitoring data for the years 1980 through 1989 indicates that maximum ozone concentrations and the number of days exceeding the standards are declining. Data collected since 1973 shows dramatic decreases in the number of days having ozone concentrations greater than the federal standard. Because of these improvements, population exposure to unhealthful air is decreasing. In addition, lower maximum concentrations occur in the coastal areas with concentrations increasing inland; and coastal areas have fewer days exceeding the standards with the frequency increasing in inland areas (VCAPCD, 1991). Historically, Simi Valley has the worst ozone problem in the County; however, in 1991 and 1992, the highest ozone

concentration was recorded in the Ojai Valley. More details concerning ambient air quality are included in the Technical Appendix.

HISTORICAL PERSPECTIVE

Ventura County Air Quality Management Plans.

The first study of air pollution in Ventura County occurred in 1966 and publicized the serious nature of the air quality problem in the County, citing over 70 adversely smoggy days per year (VCAPCD, 1991). As a result of the study, the Ventura County Air Pollution Control District (VCAPCD) was formed in 1968. The VCAPCD's mission was to regulate sources of air pollution and develop plans for cleaning the air.

In 1979, the VCAPCD prepared an Air Quality Management Plan (AQMP), the first comprehensive air quality planning effort in Ventura County. This document predicted attainment of the federal ozone standard countywide by 1987, which soon became obvious that the prediction was optimistic and attainment by 1987 would not occur.

The 1982 AQMP was a refinement of the 1979 Plan and contained a more accurate emissions inventory and additional emission control measures. This AQMP was the first plan to separate the County into two airsheds, the Ojai Valley Airshed and the Oxnard Plain Airshed. The 1982 Plan was more realistic, recognizing that sufficient emission reductions would not occur to attain the federal ozone standard by 1987.

In early 1985, the VCAPCD began a voluntary comprehensive effort to update and improve the 1982 AQMP. The improvement of the 1982 AQMP was initiated due to a lawsuit filed against the U.S. Environmental Protection Agency (EPA) by the Citizens to Preserve the Ojai. The lawsuit was filed because attainment of the standards did not occur. The lawsuit requested the EPA to disapprove the AQMP, impose a moratorium on the construction of new major sources and modifications of reactive organic gases (ROG), and prepare a Federal Implementation Plan (FIP) to plan attainment of the federal ozone standard in the County (Ventura County, Resource Management Agency, 1979). In March 1989, the Citizens to Preserve the Ojai and the EPA reached a settlement agreement which established a schedule for the development of a federal clean air plan. However, after passage of the federal Clean Air Act Amendments of 1990 on November 15, 1990, EPA requested court relief from development of a FIP for several air districts in California, including Ventura County. Relief was granted by the U.S. District Court on January 9, 1991.

That ruling was appealed by the plaintiffs. In July of 1992, the Ninth Circuit Court of Appeals ordered EPA to develop and implement federal air pollution control plans for various air districts in California. The EPA appealed that ruling to the U.S. Supreme Court. In February of 1993, the U.S. Supreme Court rejected the EPA's appeal. Therefore, the EPA is now required to develop a FIP to bring Ventura County and other California air districts into attainment of the federal ambient air quality standard for ozone.

The 1987 AQMP provided a more accurate emissions inventory, proposed new control measures for adoption, and proposed use of a new air quality model that more accurately simulated conditions in the County. Although the 1987 AQMP provided for additional emission reductions, attainment of the federal ozone standard was not predicted to occur without further controls. The 1987 AQMP was adopted in July 1988 and has led to the implementation of 25 new control measures since that time.

Shortly after the AQMP was adopted, the California Legislature passed the California Clean Air Act (CCAA). The CCAA required all nonattainment areas in the state to develop new plans to meet federal and state air quality standards at the earliest practicable date. To meet this requirement, VCAPCD prepared the 1991 AQMP, which was adopted by the California Air Resources Board on August 13, 1992. The 1991 AQMP is meant to meet the initial requirements of the CCAA and continue the trend toward clean air.

Despite having put many strict controls into place, sizable reductions in emissions must still occur to meet all clean air standards. The 1991 AQMP proposes a control strategy representing the full implementation of known technology to reduce ozone-forming emissions. This strategy concentrates on concurrent reductions of ROG and nitrogen oxides (NO_x), the two precursors to ozone. Reductions of these pollutants could be via implementation of trip reduction programs. For these programs to be effective, an average commuter ridership of 1.5 by 1999 would be necessary to achieve, as would no net increase in vehicle emissions after 1997.

City of Ojai Planning

The City of Ojai initially prepared a General Plan in 1963. However, a new version was prepared in 1978, adopted in 1979, and amended in 1987, 1988, and 1992. The Land Use and Circulation Elements are scheduled to be updated in 1993. Additional City goals were incorporated in the updated Plan and included recommendations relating to the attainment of state and federal standards and

maintenance of those standards.

> *"A level of air quality which protects the public health, safety and welfare, and meets or surpasses State and Federal primary and secondary standards shall be promoted."*

The City of Ojai's Residential Growth Management Plan (Ojai Municipal Code 10-6.101-10-6.201) and Commercial Growth Management Plan (Ordinance #686) were prepared in 1979 and 1991, respectively, pursuant to the goals discussed in the City's General Plan. The Residential Growth Management Plan limits residential development to 12 single-family and 4 multifamily dwelling units through 1995 and from 1995 into the future, development is more restrictive to 11 single-family and 3 multifamily dwelling units. Affordable housing is exempt from these restrictions.

The Commercial Growth Management Plan is similar in intent to the Residential Growth Management Plan. In order to maintain a balance between residential and commercial uses, the development of commercial uses is required to be the same ratio as residential development. Commercial and office limits are expressed in square footage. Allowable limits are based on the population of Ojai in 1988. Commercial development allowed under this ordinance includes BP-Business Professional Commercial Use Zone, the C-1 Neighborhood Commercial Use Zone and the C-R Commercial Recreation Zone.

In 1982, Ventura County adopted a Clean Air Ordinance as part of their Growth Management Plan for unincorporated areas of the Ojai Valley. The ordinance's goal is to limit residential building permits to a fixed annual maximum. The maximum building permit allowances are 46 single lot and 140 multiple lot permits. This ordinance attempts to limit emissions in the community through regulating growth.

In 1988, transportation control measures and an implementation schedule were adopted by the City of Ojai (Resolution No. 88-32). The City has made substantial progress in implementing most of the transportation control measures indicated in Resolution No. 88-32. Transportation control measures for the City include the following:

- Adopt a Circulation Element
- Traffic flow improvements, including a couplet study, street extensions, intersection improvements, pedestrian improvements and a transportation system management ordinance

- Parking and traffic management ordinances, including additional downtown parking, parking meters, and visitor signage

- Ridesharing measures, including park and ride lot development, preferential parking for vanpools/carpools, and a commuter computer ridesharing program

- Public transit measures, including an annual contribution to South Coast Area Transit (SCAT), improve public transit, shuttle services within the City of Ojai, discretionary development to provide incentives for transit use, contribute to citizens/senior transportation services, and require new development to provide bus stops and other appropriate transit infrastructure

- Bicycle facilities programs, including bikeway plan/implementation, require discretionary development to provide bicycle parking facilities

- Land use strategies program development, including encouragement of infill development, an economically healthy downtown through redevelopment, study mixed-use overlay zoning, and growth management

- Air quality program development, air quality impacts analysis for new projects, revise guidelines for preparation of air quality analysis, implementation of air quality element for incorporation into City's General Plan and consistency with the County General Plan

Growth control affects the status of attainment of federal and state air quality standards. The City initiated these regulations so as to mitigate traffic congestion and to alleviate auto use through the limitation of growth and through commonly used alternative transportation modes such as shuttles, bicycles, pedestrian access, and carpooling and vanpooling.

Recent Events Causing Air Quality Concern in the Ojai Valley Airshed

On July 28, 1991, a train derailment occurred along Highway 101, north of Ventura, along the coastal strip. The train derailment caused the release of hazardous materials which shut down Highway 101 and rerouted traffic to Highways 33 and 150 (Casitas Pass) for several days. The rerouting substantially increased traffic volumes passing through the Ojai area. With the increased traffic volumes, it could be expected that local pollution levels would increase. However, pollutant levels measured at the VCAPCD's monitoring station on Highway 33, approximately 53 meters northeast of the traffic route, indicated normal ozone and oxides of

nitrogen levels. These pollutants are measured at that station and are related to mobile sources, although ozone is a secondary pollutant. Secondary pollutants are those which form in the atmosphere from exposure to sunlight and chemical reactions with other pollutants. The levels of pollutant data collected at this station triggered questions from the public, the media, and the City of Ojai regarding the location of the monitoring station, as well as the adequacy of the number of monitoring sites in the Ojai Valley. The Technical Appendix contains a review of the data and some of the issues related to this event.

Traffic control has been addressed by the City of Ojai. In 1992, the Ojai Downtown Couplet Study was prepared by an independent consultant. The purpose of the study was to address the feasibility of a downtown couplet. The existing east/west routes into and out of the City are limited. This has led to poor traffic operations at some of the intersections along Ojai Avenue. The couplet comprises Ojai Avenue (Route 150) and Matilija Street. Ojai Avenue is assumed to be for eastbound traffic and Matilija Street would serve westbound traffic. The study considered the existing conditions and an improved existing conditions scenario. In addition, the impacts of seven couplet alternatives were analyzed. The results of this study indicated that implementation of a couplet would induce greater traffic volumes on Matilija Street, thus creating potential socioeconomic disruption to commercial land uses in the downtown area. Rather than implementation of a couplet, the study recommended restriping and signalization of the existing route to improve the road conditions.

In terms of air quality, a couplet would likely improve ambient air quality due to a lessening of traffic jams and stop signals which allow for greater carbon monoxide emissions. However, signalization and restriping would provide virtually the same benefits. Further assessment would require air quality modeling to determine actual air quality emissions variances from each proposed scenario.

Health Effects

Clean outdoor air or ambient air is a mixture of gases: approximately 78 percent nitrogen, 21 percent oxygen, less than one percent carbon dioxide, less than one percent argon (an inert gas), traces of other inert gases, and varying amounts of water vapor. About 95 percent of the total air mass is concentrated in a layer about 12 miles high around the earth's surface. Into this finite air mass are poured all of the products of combustion, vaporization, attrition (wearing or grinding down by friction), the air-contaminating activities of civilization as well as the by-products of natural occurrences such as volcanic eruptions, forest fires, and decaying vegetation.

Air Quality Element

Air pollution is part of everyday life for millions of Californians. Thousands of residents of Ventura County are regularly exposed to levels of air pollution that can cause nausea, headaches, eye irritation, and dizziness even in healthy adults. Geography, climate and population are key elements in Ventura's smog problem. The area is surrounded by mountains that trap pollution in stagnant air. Persistent stagnant weather conditions during much of the year not only prevent pollution from dispersing in the atmosphere, but also increase the amount of time pollutant gases are exposed to sunlight, thus prompting the chemical reactions that create smog.

While air pollution affects everyone to a degree, some people are extremely susceptible to severe health damage, particularly the 2.5 million Californians who suffer from heart and lung diseases. Air pollution may be a contributing factor in the 80,000 deaths from these diseases in California each year. In addition to people with heart and lung diseases, children under the age of 14, whose lungs are still developing, and the elderly, whose immune systems have been weakened with age, are especially vulnerable to the damaging effects of smog. It should be noted that Ojai has twice the percentage of persons in the population over 65 years of age than is true for the County of Ventura as a whole.

High smog levels occur more than 100 times a year in Southern California, enough to cause outdoor exercise and sporting events to be canceled or rescheduled to protect the health of school children. The ill and the elderly are also advised to stay indoors during these times. Peak summertime concentrations of ozone, the state's worst pollution problem, are sometimes 3.5 times greater than the standard set by the California Air Resources Board (ARB) to protect human health. During these "smog alerts," even healthy adults are advised to refrain from jogging and other outdoor exercises. Research sponsored by the ARB indicates that endurance athletes may risk more health damage from exposure to smog than others because they breathe more air and draw more pollutants deep into the lungs.

The results of research and many epidemiologic studies lead the National Academy of Sciences and the American Medical Association to believe that air pollution can cause long-term, irreversible damage to lung tissue leading to chronic lung disease. While most diseases have been brought under control during the past 50 years, deaths from emphysema, chronic bronchitis and lung cancer have increased dramatically. Even when the statistics are corrected for smoking habits, there remains a significant correlation between exposure to air pollutants and these crippling lung diseases.

Ozone, nitrogen dioxide, sulfur dioxide, sulfates, carbon monoxide, reactive organic

gases (hydrocarbons), and particulates can affect human health. All of the following effects have been documented at various animal toxicological and human clinical studies and are frequently experienced in Southern California.

- o irritation of mucous membranes
- o increase mucous gland secretions
- o paralysis of the ciliary mechanism that is necessary for the lungs to cleanse their surfaces of intruding dusts and infectious biological materials
- o reduces the immune capacity of cells that prevent inflammation
- o lead to changes in the gas transfer surfaces of the lungs
- o decrease the ability of a body to breath efficiently
- o interference with oxygen delivery to body tissues

Children living in heavily polluted areas exhibit a much greater incidence of lower respiratory disease than do children living in areas with relatively clean air. Air pollution is known to trigger asthmatic attacks in susceptible children, and there is evidence to suggest that some forms of asthma are caused by air pollution. The best available evidence indicates that children are especially vulnerable to tissue damage from air contaminants. Children are possibly the most sensitive group in the population because their lungs are developing. They have more than twice the air exchange volume based on body weight; they have a faster ventilation rate than adults.

After exposure to air pollution, minor symptoms, such as wheezing and sore throats, begin to subside and eventually disappear. This occurrence has been viewed by some as an indication that the effects of exposure to air pollution are reversible and harmless. Recent laboratory studies with animals, however, show that minor responses to air pollution may indicate tissue injury that develops over a lifetime of repeated exposures. These findings may apply to humans as well as animals, as indicated by a reduced ability to breathe normally.

An epidemiological study supported in part by the ARB examined the effects of prolonged exposure to air pollution on individuals who live in the Los Angeles area. Symptoms such as coughing, chest tightness, eye irritation, and the loss of breathing ability were measured in more than 12,000 people who reside in four

cities: Lancaster, a city characterized by low levels of air pollution; Burbank and Long Beach, characterized by intermediate levels of air pollution; and Glendora, where the concentration of air pollutants is high. The inhaling and exhaling capacity of individuals who lived in the smoggiest city, Glendora, was considerably less than expected. One of the most pertinent preliminary findings is that individuals who never smoked but lived in the city of Glendora exhibited a more limited ability to breathe than smokers who lived in the city of Lancaster. This study demonstrates the detrimental effects of prolonged breathing of smog that individuals living in Los Angeles County sometimes experience.

There are no easy solutions to the air pollution problems in Southern California. At the present time, California requires much more stringent emission standards for vehicles sold in the State than are required by federal law. Yet the tremendous number of automobiles on the road continues to contribute to the contaminants that react in the air to become smog (VCAPCD, AQMP, 1991). Because automobiles contribute so much to smog levels, the VCAPCD has developed strategies to reduce the amount of automobiles on the road, such as reducing automobile use and vehicles miles traveled through such tactics as car pooling and encouraging alternative modes of transportation. In addition, the California Air Resources Board has adopted strategies and regulations for alternate fuel vehicles and has implemented more stringent motor vehicle emission standards. However, the emission forecasts in the 1991 Ventura County Air Quality Management Plan (AQMP) show that, even with continued growth in the county, emissions of both reactive organic compounds and nitrogen oxides will continue to decrease well past 1995. The emission forecasts in the 1991 AQMP were based on more current estimates of population and economic growth in the county, and on new and enhanced emission control tactics. Furthermore, the District is developing the 1994 AQMP to comply with the mandates of the federal Clean Air Act Amendments of 1990, which require that Ventura County attain the federal ozone standard by 2005.

An additional attainment problem could be the proposed Weldon Canyon Landfill. The estimated NOx and ROG emissions will exceed the five pounds per day threshold of significance by over 100 times. Impacts would be equivalent to nearly 3000 new dwelling units in the Ojai Valley Airshed. This proposed landfill would also be potentially inconsistent with a policy contained in Ventura County's Draft Overall Community Goals for the Ojai Area Plan. This policy states, *"Oil development, landfills, and other industrial development shall be controlled and conditions imposed in order to move toward attainment of State and Federally mandated air quality standards."*

REGULATORY SETTING

In response to air pollution within the State of California, federal, state, and regional authorities have adopted air pollution reduction measures. At the national level, the U.S. Environmental Protection Agency (EPA) is involved in local air quality planning through the federal Clean Air Act (CAA), as recently amended by the Clean Air Act Amendments of 1990. At the state level, under the provisions of Lewis Air Quality Act of 1976 and more recently the California Clean Air Act of 1988 (CCAA), the ARB is charged with the responsibility of coordinating efforts to attain and maintain ambient air quality standards and to conduct research into the causes of, and solutions to, air pollution problems. At the regional level the VCAPCD addresses air pollution which affects the respective county airsheds through the Ventura County AQMP.

Regulatory Agencies

At the national level, the EPA has the ultimate responsibility for improving air quality throughout the nation. The EPA reviews and approves the State Implementation Plans (SIP) that incorporate air pollution control strategies necessary to meet the requirements of the CAA. In Ventura County, the VCAPCD is responsible for formulating and implementing the AQMPs whose purpose is to set forth a comprehensive program that will lead Ventura County into compliance with federal and state air quality standards. Designated portions of the AQMP, those necessary to comply with federal standards, are submitted by the VCAPCD to the ARB to be incorporated into the SIP along with AQMPs of other air pollution control districts. Because the AQMP is also intended to contain measures to comply with California air quality standards set forth in the CCAA, the AQMP may be broader, in certain respects, than the federal requirements.

At the state level, the ARB was formed in 1967 by the California Legislature to control air contaminant emissions and to improve air quality throughout the state. The ARB has primary statutory authority to establish and enforce standards which limit pollutant emissions from motor vehicles. The ARB also is responsible for assisting the VCAPCD in the development and coordination of their local AQMP. Furthermore, it is the responsibility of the ARB to review the AQMP, and other proposed air quality-related rules and regulations for incorporation into the SIP prior to submission to the EPA.

At the regional level, the SCAG was created in 1965 by the counties of Los Angeles, Ventura, Imperial, Riverside, Orange, and San Bernardino to oversee planning on a regional basis. SCAG's primary responsibility, with respect to air

quality planning, is in the development of transportation, land use, and energy conservation measures. In 1988, the SCAG recommended that cities in six Southern California counties, Los Angeles, Ventura, Riverside, Orange, San Bernardino, and Imperial incorporate air quality elements into their General Plans (SCAG, 1990). To date, the City of Simi Valley is the only jurisdiction within Ventura County to have done so. Additionally, the South Coast Air Quality Management District, which does not have jurisdiction over Ventura County, has made this a mandatory part of its 1991 AQMP. The VCAPCD's AQMP includes recommendations that encourage further air quality planning in the region, but no specific reference to air quality elements. However, the VCAPCD has been working closely with several cities in the County for the last few years to implement this goal. They have held a number of transportation and informational workshops to provide cities with background and implementing tools (VCAPCD, Chuck Thomas, personal communication, 1992).

AIR QUALITY PLANNING PROGRAMS

Federal Planning Programs. Early federal legislative response to air quality concerns consisted of the Air Pollution Control Act of 1955, the Clean Air Act of 1963, the Air Quality Act of 1967, and the Clean Air Act of 1970. The goal of the Clean Air Act of 1970, as stated by Congress in its 1977 amendments, was "to protect and enhance the quality of the nation's air resources."

The most recent Clean Air Act Amendments of 1990 are much broader in scope. The major titles of the 1990 Amendments address nonattainment of air quality standards, mobile sources emissions, air toxics, acid rain, a new federal permit program, enforcement, and the protection of stratospheric ozone. Title I (nonattainment provisions) is directly related to the goals of the air quality element.

The goal of Title I is to attain air quality standards for six criteria pollutants: ozone (O_3), nitrogen oxides (NO_x), sulfur oxides (SO_x), particulates (PM-10 and TSP), carbon monoxide (CO), and lead (Pb). California and National air quality standards are included on Table AQE-1. All nonattainment areas are designated or classified based on the severity of their nonattainment problem. Classifications include extreme, severe, serious, moderate, and marginal and determine the extent of remedial actions. The entire southern portion of Ventura County is in nonattainment for ozone and has been designated as a severe area under both the federal Clean Air Act and the California Clean Air Act.

The actions required to be undertaken under the severe classification the following:

- Attainment is required within 15 years after enactment of the Clean Air Act Amendments of 1990.

- Vehicle miles traveled provisions require identification and adoption of enforceable transportation control strategies and transportation control measures to offset any growth in emissions from increased vehicle miles traveled or numbers of vehicle trips and to attain reduction in motor vehicle emissions. This measure also requires provision of adequate access to downtown, other commercial, and residential areas and should avoid measures that increase emissions and congestion.

- Offset requirements such that the ratio of total emission reductions of volatile organic compounds (VOCs), or reactive organic gases (ROGs), to total increased emissions of such air pollutant shall be at least 1.3 to 1, except that if the state plan requires all existing major sources in the nonattainment area to use best available control technology for the control of VOCs, the ratio shall be at least 1.2 to 1.

In general, under Title I, the attainment date for a nonattainment area is the most expeditious date attainment can be achieved, but no later than five years from the date the area was designated nonattainment. The EPA may extend the period for compliance up to 10 years. Separate compliance timetables pertain to ozone attainment and include three years for marginal areas, six years for moderate areas, nine years for serious areas, 15 years for severe areas, and 20 years for extreme areas. These timetable adjustments are dependent upon the administrators discretion based on the following issues: the number of accedences of the national primary ambient air quality standard for ozone in the area, the level of pollution transport between the area and other affected areas, including both intrastate and interstate transport, and the mix of sources and air pollutants in the area.

Title I also requires each nonattainment area to submit a comprehensive inventory of actual emissions as part of the State Implementation Plans (SIP). Areas must achieve a 15 percent reduction from their 1990 actual emissions inventory within six years. Thereafter, each area must achieve a three percent annual reduction.

State Planning Programs

The CCAA was signed into law on September 30, 1988 and took effect on January 1, 1989. The CCAA established a legal mandate to achieve health-based state air quality standards at the earliest practicable date. Through its many requirements, the CCAA serves as the centerpiece of the local air pollution control

district's attainment planning efforts since it is generally more stringent than the federal CAA.

The CCAA was recently amended on September 26, 1992 by the California Legislature. The primary purpose of these amendments was to eliminate differences between the CAA and the CCAA. For example, the nonattainment area designation schemes, the timing of the planning cycle, and the emission reductions required were addressed in this legislation. The ARB is currently in the process of updating CCAA implementation guidance for the air pollution control districts.

Based on pollutant levels, the CCAA divides nonattainment areas into four categories--moderate, serious, severe, and extreme--to which progressively more stringent requirements apply. The Ventura County portion of the South Central Coast Air Basin has been classified as a severe nonattainment area for ozone. Ventura County is also not in attainment for PM-10. However, it is in attainment for nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and CO.

Severe nonattainment areas are required to meet the most stringent requirements of the CCAA and are required to revise their AQMP to include specified emissions reduction strategies to meet milestones in implementing emission controls and achieving more healthful air quality. The new control requirements include the following:

- A permitting program designed to mitigate all emission increases from new or modified permitted source
- The application of best available retrofit control technology (BARCT) for existing sources
- Provisions to develop area and indirect source control programs
- Transportation control measures to substantially reduce the rate of increase in passenger vehicle trips and miles traveled per trip
- Transportation control measures to achieve an average commuter ridership of 1.5 persons per vehicle by 1999, and no net increase in motor vehicle emissions after 1997
- Measures to achieve the use of a significant number of low-emission vehicles by operators of motor vehicle fleets

- Reducing population exposure to unhealthful levels of air pollution according to a prescribed schedule

- Submission of an AQMP to the ARB by July 1, 1991 and triennial updates thereafter

The CCAA also includes the following additional requirements that can significantly affect the selection of strategies to reduce pollutant emissions:

(1) reducing regional emissions for each nonattainment pollutant by five percent or more per year

(2) achieving an average commuter ridership of 1.5 persons per vehicle by 1999

(3) achieving no net increase in mobile source emissions after 1997

(4) achieving a substantial decrease in the growth of vehicle miles traveled and vehicle trips

(5) instituting public education programs

(6) reducing population exposure to severe nonattainment pollutants according to a prescribed schedule

(7) ranking control measures by cost effectiveness and implementation priority

According to the CCAA, air quality management districts must design their AQMP to achieve a reduction in emissions of five percent or more per year (or 15 percent or more in a three-year period) for pollutants causing severe nonattainment. However, an air basin may achieve a reduction of less than five percent per year if it can be demonstrated that either of the following applies:

- The alternative emissions reduction strategy is equal to, or more effective than, the five percent per year control approach in improving air quality

- That despite the inclusion of every feasible measure, and an expeditious adoption schedule, the air basin is unable to achieve the five percent per year reduction in emissions

For emission reduction accounting purposes, the ARB has established a seven-year initial reporting period from January 1, 1988 to December 31, 1994. The reporting

intervals after this initial period occur every three years (i.e., 1997, 2000, etc.).

Regional Planning Programs

The Ventura County 1991 AQMP will meet the initial planning requirements of the CCAA and continue the trend toward clean air. The 1991 AQMP proposes a control strategy representing the full implementation of known technology to reduce ozone-forming emissions and is designed to achieve a reduction in district-wide emissions of five percent or more per year for each nonattainment pollutant, averaged every consecutive three-year period. A full five percent per year reduction in emissions from all sources would equal zero emissions in 20 years. This strategy concentrates on concurrent reductions of ROG and NOx, the two precursors to ozone.

Local Air Quality Planning Programs

Air quality planning has been performed in the Ojai Valley for a number of years. The City of Ojai initiated the Residential Growth Management Plan in 1979 and the Commercial Growth Management Plan in 1988 in order to comply with the federal Clean Air Act of 1977. Although, the Commercial Growth Management Plan was initiated in 1988, it was not adopted until 1991. By instituting the growth management plans, building permits were issued with less frequency and population levels have remained at manageable levels.

In 1982, Ventura County adopted a Clean Air Ordinance as part of their Growth Management Plan for unincorporated areas of the Ojai Valley. The ordinance's goal was to limit residential building permits to a fixed annual maximum. The maximum building permit allotments are 46 single lot and 140 multiple lot permits. This ordinance attempts to limit emissions in the community through regulating growth.

In 1988, the City instituted transportation control measures and an implementation schedule into their General Plan. These measures are included in the Introduction of this Element and were incorporated into the General Plan to meet attainment of state and federal air quality requirements.

In addition, in 1989, Ventura County adopted a five-pound threshold for the Ojai Valley Airshed for assessing whether a proposed development project would have a significant adverse impact on air quality, pursuant to the California Environmental Quality Act. This restriction was implemented to comply with the CCAA's ozone standards. Tables AQE-2 and AQE-3 illustrate the development allowances which

would exceed the five pound per day emissions threshold.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

As was stated in the Introduction, the air quality element is often incorporated into other elements of a General Plan instead of standing as a separate document. In addition, there is often overlap between policies that are included in the Circulation, Land Use, and Housing Elements. This section includes all of the measures contained in other elements that overlap and are consistent with air quality policies contained in Section 10.

Land Use Element

Residential, industrial, and commercial infilling of vacant areas in the City, in conformity with the surrounding character of development

Man-Made Environment Section of Land Use Element

(The following recommendations relate specifically to air quality)

Continued enforcement of air pollution control district rules and regulations to the 'fullest extent possible'

Maintaining effective mobile vehicle exhaust controls and reducing mobile vehicle usage in the region through an integrated plan of transportation and land use controls

A development moratorium for unincorporated areas is also needed.

Rezoning of Ojai Valley lands should be initiated to substantially reduce development potential within the valley.

Other incentives included in the Man-Made Environment Section of the Land Use Element are the following:

Development of a ridesharing program

Preferential parking for high occupancy auto use

Increased transit services for work trips

Construction of off-street bicycle routes and on-street bicycle lanes

Speed enforcement

Staggered work hours

Improved communication

Transportation Section of the Land Use Element

Shared ride programs to include:

Promotion of the ride sharing advantages

Employer vanpools

Special parking privileges for high occupancy vehicles

Preferential parking including:

Long-term and short-term parking areas

Parking restrictions to induce carpooling

Improve transit service to increase work-related trips

Bicycle route construction to encourage a mode shift from auto to bicycle use

Staggered work hours to reduce peak hour congestion

Improved signal timing using computer models

Removal of on-street parking to allow more lanes

Circulation Element

To the maximum extent feasible, the City shall require a level of service "C" on all roadways within the community, recognizing that Ojai Avenue will have less than desired levels of service.

The City shall coordinate with the County in the monitoring and review of development in the region and request that the County deny projects inconsistent with the above policy.

The City shall support public mass transit

The City shall give priority to development that provides for increased transit patronage, consistent with other general plan goals

All development in the City shall be linked by appropriate pedestrian circulation that is sensitive to the unique environmental characteristics of the community

Housing Element

To develop housing plans and programs which are consistent with the existing location and capacity of the local infrastructure network.

To maintain consistency with the provisions of the AQMP.

Conservation Element

General

Identify, locate, and evaluate the status of the City's natural and cultural resources as they relate to natural and human needs.

Identify and evaluate those entities currently responsible for the management of the City's resources as an initial step in the development of a total "conservation system."

Geologic Resources Section of the Conservation Element

Separate agriculture and urban uses so that efficient agricultural practice (crop dusting, fertilization, mechanical harvesting) can be accomplished without danger or nuisance to residential areas and without adverse effects on sensitive crops

Air Quality Section of the Conservation Element

Respect the Ventura County Air Quality Management Program (AQMP) by incorporating the procedures, requirements, and standards of the AQMP into

City policy

The City will monitor and control growth and development that can inhibit air quality goals

The City shall support any regional effort to improve air quality throughout Ventura County and the State of California

Scenic Views/Aesthetics

The City shall not support any activity associated with the degradation of the natural scenic character of the Ojai Valley and shall actively pursue the preservation of vistas and natural beauty of Ojai whenever possible.

The City shall recognize local and regional efforts and programs regarding preservation of natural and scenic resources and shall utilize all available techniques to preserve these resources in the Ojai Valley.

Safety Element/Hazardous Material and Waste

The City shall coordinate with Ventura County to periodically establish days to collect household hazardous waste within the City of Ojai

Recreation Element

The City shall support and accommodate, where appropriate, the recreation related tourist industry in Ojai as consistent with environmental and quality of life standards in Ojai to the extent that tourism does not compromise other General Plan goals.

GENERAL DEFINITIONS

Definitions of Air Quality Terms

Precursor: A primary criteria pollutant which has the ability to react with other pollutants to form another pollutant. Examples of precursors include, oxides of nitrogen (NO_x), reactive organic gases (ROG)s, fine particulate matter (PM-10), and oxides of sulfur (SO_x).

Secondary Pollutant: A pollutant that is not directly emitted from a specific source, but is formed from reactions with other chemicals and influence of heat,

specifically solar radiation. Ozone is an example of a secondary pollutant. Its precursors are NO_x, ROGs, and PM-10.

Air Quality Management Plan: A planning document prepared to direct a region into meeting state and federal air quality standards. In areas that are not in attainment for specific types of pollutants, an air quality management plan (AQMP) contains control measures to direct the region towards meeting attainment goals.

Nonattainment: The status assigned to a region by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) for a region that does not meet the emissions standards assigned for each criteria pollutant. Criteria pollutants for which standards are set include carbon monoxide (CO), nitrogen dioxide (NO_2), PM-10, sulfur dioxide (SO_2), lead (Pb), and ozone. A region having a nonattainment status indicates that its air quality is not healthful for its population. Nonattainment status is further defined by degree of nonattainment. Under the federal government designations, nonattainment degrees include marginal, moderate, serious, severe, and extreme. Under the state designations, nonattainment degrees include moderate, serious, and severe. These definitions apply to each criteria pollutant listed in the paragraph above.

Air Quality Standards: Both California and the federal government have set air quality standards for ozone, CO, NO_2, SO_2, PM-10, and Pb. The California standards are more stringent than the federal standards, and in the case of PM-10 and SO_2, far more stringent. California has also set standards for sulfate, visibility, hydrogen sulfide, and vinyl chloride (South Coast Air Quality Management District, 1991). The standards are based on human exposure to these pollutants. The negative health effects resulting from exposure determine the level of allowable regional emissions.

Glossary of Acronyms

APCD	Air Pollution Control District
AQMP	Air Quality Management Plan
ARB	California Environmental Quality Act
CO	Carbon Monoxide
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
HOV	High Occupancy Vehicle
NO	Nitrogen Oxide
NO_2	Nitrogen Dioxide
No_x	Nitrogen Oxides

PM-10	Fine particulate matter less than 10 microns in diameter
ROG	Reactive Organic Gases
SCAG	Southern California Association of Governments
SO_2	Sulfur Dioxide
TCM	Transportation Control Measures
TDM	Transportation Demand Management
TSP	Total Suspended Particulates
VCAPCD	Ventura County Air Pollution Control District
VCTC	Ventura County Transportation Commission

Air Quality Element

ISSUES AND NEEDS

OVERVIEW

Ozone is a major problem in the southern portion of Ventura County due to growth and development. Growth contributes to greater automobile and stationary emissions which degrade air quality and facilitate accedences of state and federal air quality standards. In Ventura County, accedence of the state and federal ozone standard is considered to be caused by the large quantity of automobiles entering and leaving the County. Mobile emissions are most attributable to commuting to and from work sites located in neighboring counties, i.e., Los Angeles and Santa Barbara. Other factors contributing to ozone nonattainment include generation of electricity (the Ormond Beach Generating Station), offshore oil drilling operations, and other various stationary sources.

PM-10 is considered a problem as exemplified by its state nonattainment status. However, the VCAPCD has implemented several control measures which have reduced PM-10 emissions. It is expected that attainment of PM-10 will occur in the near future.

Another issue of more recent concern is the location of the air monitoring station in the Ojai Valley. As was discussed earlier, the train derailment of July 1991 required the rerouting of traffic through the Ojai Valley for five days. Greater traffic usually causes greater ozone levels in the atmosphere; however, in the Ojai Valley, ozone levels were elevated but were not at significant levels. According to VCAPCD, the meteorological conditions were not conducive to the formation of ozone. This explanation was disputed by the media and the public. Therefore, AeroVironment was asked to conduct a site and systems audit and analyze the data. This discussion is contained in the Technical Appendix. The results of our analysis concluded, that although the monitoring site location is not perfect, it meets all of the EPA's requirements for the site location. In addition, all of the equipment was and is in satisfactory working order. Our conclusion for the health and air quality complaints made by the public is that CO emissions were likely the cause of discomfort, not ozone. CO emissions are high when traffic slows down. Since CO levels are thought to be well within the standards in this area, it is not monitored at any monitoring station.

Air Quality Element

GOALS, OBJECTIVES, POLICIES, AND IMPLEMENTING PROGRAMS

INTRODUCTION

The air quality element defines objectives for future air quality. Goals, objectives, policies, and implementing programs contained in this Element are intended to improve local and regional air quality by reducing harmful emissions from both stationary and mobile sources. New goals and policies are intended to reduce pollutant emissions, along with those measures previously contained in the General Plan. This section is divided into differing sources of air pollution, i.e., attainment, transportation, etc. The sources are further broken down into goals, objectives, policies, and implementing programs.

SUMMARY OF GOALS

1. A level of air quality which protects the public health, safety, and welfare and meets or surpasses State and Federal primary and secondary standards

2. Eliminate excessive vehicle trips and reduce vehicle miles traveled

3. Traffic flow throughout the City limits is without periods of congestion

4. Encourage the use of clean fuel, electric, and zero emission vehicles (ZEVs)

5. Reduce the length of work trips, expand the supply of affordable housing, and create an urban form that efficiently uses urban infrastructure and services, such as mixed use development

6. Utilize the discretionary review process as an opportunity to minimize adverse air quality impacts associated with proposed developments

7. Reduce energy consumption and promote energy efficiency programs

8. Citizen awareness and participation in efforts to reduce air pollution

9. Encourage transportation modes that minimize the use of single passenger motor vehicles and the associated air emissions

Attainment Provisions

1. A level of air quality which protects the public health, safety, and welfare and

meets or surpasses State and Federal primary and secondary standards.

2. Reduce ozone and PM-10 emissions by at least five percent per year, averaged every third year period.

3. The City shall implement the policies and implementing strategies contained in this Element intent upon reducing emissions from source categories.

Implementing Strategies

1. Comply with the goals and objectives contained in this plan

Transportation

Trip Reduction

1. Eliminate excessive vehicle trips and reduce vehicle miles traveled

2. Achieve an average commuter ridership of 1.5 persons per vehicle by 1999, and no net increase in motor vehicle emissions after 1997

3. The City shall encourage vehicle trip reduction and other transportation demand management programs (TDM)

4. The City shall strive to balance jobs and housing so that commuter trip lengths are minimized, and to actively encourage participation in multinodal transportation by providing safe, convenient transit stops, promoting park-and-ride facilities and telecommuting centers

5. The City shall deny discretionary projects that do not mitigate their peak hour trips on Highway 33 at the Edison Curve through Casitas Springs, except for affordable housing projects

6. The City shall promote transit improvements that will foster increased ridership

Implementing Strategies

1. Encourage discretionary development to provide bicycle parking facilities and secured lockers as a percentage of auto parking spaces in new nonresidential development

2. Encourage shower facilities in new nonresidential development for persons bicycling or walking to work.

3. Encourage pedestrian walkways and bicycle lanes to connect each building in new nonresidential development with the local system of pedestrian/bicycle paths

4. Provide a bicycle route system connecting to other local or regional bicycle routes

5. Encourage special event organizers to provide electric or clean fuel shuttle services to the event location

6. Encourage designation of on-site parking areas that can be used as park-and-ride lots for area commuters

7. Encourage transit improvements such as bus pullouts, bus pads, and bus shelters for applicable new residential and nonresidential development

8. Encourage existing and new commercial and industrial development to support the use of the Ojai Trolley or other shuttle services to transit facilities (i.e., park-and-ride lot)

9. Encourage employers or new developers to contribute to a lunchtime or all day electric or clean fuel shuttle service that provides access to activity centers

10. Encourage a video conferencing facility in new office developments

11. Encourage new commercial retail and service centers to provide delivery services to residents and office complexes in the vicinity

12. Encourage new office developments to provide on-site child care facilities and ground-level outdoor play areas, or contribute to development of an off-site child care facility within walking distance

13. Reduce parking space requirements when studies demonstrate increase in ride sharing and an increase in the use of alternative modes of transportation

14. Encourage employers to provide incentives (financial, time off, etc.) for employee use of alternative methods of transportation from single occupancy vehicle use

15. The City should implement flexible work schedules, e.g., four-day work week, to reduce employee generated trips especially at peak hour, and encourage other employers to do so

Traffic Flow Improvement

1. Traffic flow throughout the City limits is without periods of congestion

2. Traffic flow throughout the City shall be maintained at an LOS of at least C

3. The City shall pursue traffic flow improvements to enhance traffic flow on City streets via signal improvements, and operational/intersection improvements, as this is the most cost effective means of reducing congestion, conserving energy, and improving air quality

Implementing Strategies

1. Investigate implementation of ATSAC (Automated Traffic Surveillance and Control) or similar interconnected traffic signal control systems or appropriate noninterconnected synchronization methods on all local streets where traffic volume and delay time is significant

Clean Fuels in Fleet Vehicles

1. Encourage the use of clean fuel, electric, and zero emission vehicles (ZEVs)

2. The City shall require a 30 percent use of light-duty and 50 percent use of heavy duty (trucks) alternative fueled vehicles in public and private business by model year 1998 to comply with the provisions contained in the federal Clean Air Act Amendments of 1990

3. The City shall encourage the use of alternative fueled vehicles via provision of cash incentives to individuals, agencies, and/or corporations who volunteer to participate in the program

4. The City shall support legislation providing tax incentives for the use and ownership of alternative fueled vehicles.

5. The City shall participate in demonstration projects whereby alternative fueled vehicles are used for the City's fleet vehicles

Implementing Strategies

1. The City should encourage the use of low emission vehicles (LEV) for transport to schools and shopping centers.

2. The City should encourage LEV shuttle service for lunchtime errands for nonresidential business centers.

3. The City should consider an ordinance that would encourage the provision of local delivery service with use of LEV by commercial/retail facilities within the City to housing areas. Delivery service would be from dry cleaners, carryout food centers, grocery stores, pharmacies, video rental, etc.

4. The City shall study ways to increase bike usage throughout the City in conjunction with the update of the Circulation Element.

Growth Management

1. Reduction in the length of work trips, expansion in the supply of affordable housing, and creation of an urban form that efficiently uses urban infrastructure and services, such as mixed use development

2. Limit residential development to 12 single-family and 4 multifamily residential dwelling units through 1995 in the City, and from 1995 into the future, development is more restrictive to 11 single-family and 3 multifamily dwelling units. Development of commercial uses (BP-Business Professional Commercial Use Zone, the C-1 Neighborhood Commercial Use Zone, and the C-R Commercial Recreation Zone) is required to be correlated with residential development pursuant to the Commercial Growth Management Ordinance

3. Achieve better job/housing balance in the different areas of the Valley by encouraging growth in local employment opportunities

4. To the extent possible, achieve a balance, of the type of jobs with the price of housing.

5. Encourage employment development through support of labor force retraining programs and other economic development measures.

Implementing Strategies

1. The City's existing growth management plans (residential and commercial) have been prepared to be consistent with one another so as to encourage a jobs/housing balance

Particulate and Building Emissions

1. Utilize the discretionary review process as an opportunity to minimize adverse air quality impacts associated with proposed construction projects

2. Construction related emission thresholds should be limited to 2.5 tons of PM-10 per three-month period.

3. To the extent possible, the City shall enforce the following at construction sites to reduce fugitive dust emissions:

    - require trucks hauling soil, dirt, sand, or other emissive materials to cover their loads
    - require grading to occur only when wind conditions do not exceed 30 miles per hour
    - enclose, cover, water when necessary, or apply approved soil binders, according to manufacturers specifications, to exposed stock piles, i.e., gravel, sand, dirt
    - require the installation of truck wheel washers and other types of barriers at construction sites to prevent the transport of soil onto public rights-of-way
    - encourage developers to maintain the natural topography to the extent possible to eliminate the need for extensive land clearing, blasting, ground excavation, grading, and cut and fill operations

4. Fugitive dust from agricultural areas shall be minimized through vegetative cover, windbreaks, and improved tillage practices

5. The use of building materials and methods that minimize the emission of reactive organic gases and particulates shall be encouraged

6. The City shall encourage reduction in particulate emissions from paved and unpaved roads, parking lots, and road and building construction.

Implementing Schedule

1. All development proposals should be regulated via mitigation monitoring programs whereby fugitive dust measures are implemented. The City should request that the City and County of Ventura adopt the five pound/day threshold of significance for air quality impacts for that part of their jurisdiction in the Ojai Valley Airshed.

Energy Conservation

1. Reduce energy consumption and promote energy efficiency programs

2. Reduce energy consumption by 20 percent to meet California Title 24 requirements

3. Local government facilities and equipment that use energy shall incorporate the most energy-efficient design consistent with a reasonable rate of return and the recognition of the environmental benefits from energy conservation

4. Encourage the incorporation of energy conservation features in the design of all new construction and the installation of conservation devices in existing developments

5. Encourage energy audits of existing structures, identifying levels of existing energy use and potential conservation measures

6. Promote the use of passive design concepts which make use of the natural climate to increase energy efficiency

7. Encourage that new construction not preclude the use of solar energy systems by uses and buildings on adjacent properties and consider enactment of a comprehensive solar access ordinance

Implementing Strategies

1. Whenever practical, implement planning and building regulations to take advantage of solar heating and natural cooling

2. The City should look into implementing building ordinances which would require residential and commercial buildings to be weatherized according to a California Public Utilities Commission 1987 survey. In addition, new residential and commercial buildings should meet the conservation standards set by the California Energy Commission.

Education

1. Citizen awareness and participation in efforts to reduce air pollution

2. The City shall post APCD newsletters on a monthly basis in City Hall to illustrate to the public the regions progress

3. The City shall provide information as made available from the APCD at City Hall regarding the air pollution problem in the region

Implementing Strategies

1. The City should make available current information on air quality nonattainment status, pollutant accedences, County programs, etc.

2. The City should request the Ventura County APCD to set up workshops, at least annually, at a convenient public place (e.g., City Hall) to review the County Air Pollution Management Plan goals, policies, objective programs, rulemaking and status of attainment

3. Encourage transportation modes that minimize the use of single passenger motor vehicles and the associated air emissions

Air Quality Element

TECHNICAL APPENDIX

The technical appendix serves as an important informational resource base for meteorology and baseline air quality data.

ENVIRONMENTAL SETTING-CHARACTERISTICS OF THE OJAI VALLEY AIRSHED

Regional Location and Topography

Ventura County is comprised of coastal mountain ranges, the coastal shore, the coastal plain, and several inland valleys. The northern half of the County (Los Padres National Forest) is extremely mountainous with altitudes up to 8,000 feet.

The Ojai Valley is bounded by the Santa Ynez Mountains and the Los Padres National Forest to the north, and Sulpher Mountain to the south. Access to the valley is from the Santa Paula Road (Highway 150) from the east and the Ventura River Valley from the south, the Maricopa Highway (33) from the north and Casitas Pass Road (Highway 150) from the west (STA Inc. 1991).

The City of Ojai is located in the southern half of Ventura County, 15 miles inland from the Pacific Ocean and directly north of the City of San Buenaventura, the County seat.

Climate

Lying in the semipermanent high pressure system of the eastern Pacific, the region's climate is mild and tempered by cool sea breezes. The normally mild climatological pattern is occasionally interrupted by periods of hot weather, winter storms, or Santa Ana winds. Winds in excess of 50 miles per hour, and humidity levels as low as five percent have been recorded during Santa Ana wind episodes (VCAPCD, 1991).

The local meteorology of the area depends on the interaction of large-scale weather systems with coastal breezes, all modified by the complexity of local mountains and valleys. When large-scale weather systems provide moderately strong winds (greater than 25 miles per hour) aloft (above 5,000 feet), they tend to dominate the wind flow pattern in the area. This is primarily the case in the winter and spring when frontal systems or Santa Ana winds control wind flow. Occasionally, stagnant high pressure systems move in, creating warm, sunny weather during winter and spring. The coastal strip is characterized by sparse rainfall, most of which occurs in the

winter season, and hot, dry summers tempered by cooling sea breezes. Summertime weather is dominated by the movement and intensity of the semi-permanent subtropical high pressure system. Daytime westerly onshore winds predominate with reverse evening offshore breezes occurring during the early night time and morning. In spring, summer, and fall, the climate is dominated by marine air. During this time, light synoptic scale winds in the region allow the marine air influence to dominate temperatures and air flow.

The climate of the Ojai Valley is characterized as Mediterranean or dry subtropical and has two distinct seasons: from May through October an extended hot dry period, and from November through April a moist and mild period. Annual temperature differences range from an average minimum of 44°F in January, to an average maximum of 72°F in September. Rainfall occurs primarily between November and April with mean annual precipitation averaging between 12 to 14 inches (VCAPCD, 1991).

Air Pollution Potential

All air pollutants emitted by point and distributed sources are transported, dispersed, or concentrated by meteorologic and topographic conditions. Air pollutants accumulate on days when three factors occur simultaneously: low inversions, low maximum mixing heights, and low wind speeds.

The potential for high contaminant values varies seasonally for many contaminants. During the late spring, summer and early fall, light winds, low mixing heights and brilliant sunshine combine to produce conditions favorable for the maximum production of oxidants, mainly ozone. The smog season is less pronounced from October through March when northeasterly wind of a higher speed is common. This wind pattern functions to disperse the pollutants rather than entrapping them in an inversion layer. During the spring and summer, when fairly deep marine layers are frequently found in the basin, sulfate concentrations achieve yearly peak concentrations. When strong surface inversions are formed on winter nights, especially during the hours before sunrise, and are coupled with near calm winds, carbon monoxide becomes highly concentrated. The highest yearly carbon monoxide values are measured during November, December, and January.

Similarly, nitrogen oxides and nitrate concentrations are highest during the late fall and winter.

The transport of air pollutants into the Ojai Valley Airshed occurs as a result of

regional wind patterns. Outside sources of air pollutants have been identified as Los Angeles County, Santa Barbara County, and Outer Continental Shelf oil production and exploration activity. The daytime westerly onshore winds during the months of April through October blow air pollutants inland from the Outer Continental Shelf and Santa Barbara Channel petroleum industry operations, and from the coastal Los Angeles area. A light easterly wind flows through the Santa Susana Pass transporting pollutants from the San Fernando Valley in Los Angeles County into Simi Valley. Figures 1 and 2 illustrate wind patterns that contribute to elevated levels of pollutants occurring in the inland areas. These pollutants are carried offshore by the night time drainage breezes, however, the same pollutants can be transported back into the basin on succeeding days.

The vertical dispersion of air pollutants in Ventura County is limited by the presence of persistent temperature inversions. An inversion occurs when air temperature increases with height, which is a reversal of the normal atmospheric state. Inversions can exist at the surface or at any height above the ground. The height of the base of the inversion is known as the "mixing height" and is the level to which pollutants can mix vertically. In Ventura County, inversions occur at 800 to 1000 feet above sea level during the smog season with occasional inversion layers as low as 200 feet above sea level.

There are two principal types of inversions that occur in Ventura County: radiation inversions and subsidence inversions. Thermal radiation or surface inversions are formed when the ground becomes cooler than the air above it at night. As the earth's surface cools after sunset, the air directly above it also cools, while the air above it remains warm. These surface inversions gradually breakup as the rising sun warms the ground. However, sometimes the inversions are so strong that they do not breakup. The most intense radiation inversions, and therefore the most limited mixing, occur during calm, clear conditions. Approximately 60 percent of all inversions measured at Point Mugu are surface-based, and mostly present in the morning hours.

Summer weather is dominated by the movement and intensity of the semipermanent subtropical high pressure system call the "Pacific High." This system provides clear skies over southern California due to descending air. The descending air is warmer than the marine layer, resulting in an elevated subsidence inversion. As with the radiation inversion, the upward escape of pollutants emitted near the ground is inhibited. Subsidence inversions are less effected by diurnal heating cycles, and can lead to a build-up of pollutants when air flow is restricted by topographic features. Subsidence inversions are a common cause of the smoggy

conditions frequently observed in the Los Angeles basin.

Inversions can become multi-layered over several days if daily heating is not sufficient to cause breakup. These inversions can be a combination of radiation and subsidence inversions. Multi-layered inversions are the most difficult to dispel and result in the greatest build-up of pollution.

Ambient Air Quality

The U.S. Environmental Protection Agency (EPA) and the State of California have adopted the ambient air quality standards shown on Table 1. The National Ambient Air Quality Standards (NAAQS) address six pollutants, while the State Ambient Air Quality Standards (SAAQS) address ten. In general, California's standards are more stringent than EPA standards. California has set standards for sulfates, hydrogen sulfide, and vinyl chloride, chemicals that are not regulated under federal law.

Currently, the federal air quality standards for ozone are exceeded in the Ojai Valley on a regular basis. Ojai Valley is second only to Simi Valley in the frequency of first stage smog alerts recorded in the County.

Tables 2 and 3 illustrate the maximum concentrations and the number of days during 1980-89 that the state and federal ozone standards were exceeded in the Ojai Valley Airshed. Currently, Ventura County has nonattainment status for ozone and PM-10. There is one station in the Ojai Valley, as shown in Figure 3. Figure 3 shows the two prior monitoring stations in the Valley.

The following pollutant discussion pertains to only those pollutants and their precursors that do not meet the federal or state attainment requirements for Ventura County and the Ojai Valley Airshed. Please note that specific health effects are discussed here with respect to each of the pollutants. Further health effects are discussed in the following section.

Ozone. Ozone (O_3) is a highly reactive gas formed in the lower atmosphere by a complex series of chemical and photochemical reactions involving reactive organic gases (ROG), nitrogen oxides (NO_x), and sunlight. These pollutants, except sunlight, are described as precursors to the formation of ozone. However, without sunlight the formation of ozone would not occur. Mobile and industrial sources contribute to the concentrations of precursor gases in nearly equal amounts. Ozone formation is a result of strong solar radiation that generates photochemical

conditions frequently observed in the Los Angeles basin.

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reactions. Thus, peak concentrations occur at times of maximum sunlight intensity, generally near the middle of the day and during summer months. The highest levels of ozone are typically found in the inland valleys rather than in coastal areas, since the prevailing sea breeze transports the pollutants inland during the time it takes ozone to form. In addition, the inland areas are warmer, facilitating greater ozone production for each pollutant.

Ozone concentrations reaching the Stage 1 episode level (one-hour average ozone greater than or equal to 0.20 parts per million [ppm]) are considered unhealthful, sufficient to cause increased asthma attacks and a decline in lung function in sensitive people. When ozone levels are high, children, the elderly, and people with respiratory problems are advised to remain indoors. Outdoor exercise is discouraged because strenuous activity may cause shortness of breath and chest pains. Ozone is a strong irritant that attacks the respiratory system, causing damage to lung tissue. Asthma bronchitis, and other respiratory ailments, as well as cardiovascular disease, are aggravated by exposure to ozone. A healthy person exposed to high concentrations may become nauseated or dizzy, may develop a headache or cough, or may experience a burning sensation in the chest. Table 3 shows that there have been up to two Stage 1 episodes per year in Ventura County.

The adverse health effects of ozone were discovered by research sponsored by the ARB and conducted at the University of Southern California. Results of the study illustrated that exposure to ozone damages the aveoli, the individual air sacs in the lung where the exchange of oxygen and carbon dioxide between the air and blood takes place. Other oxidizing components of smog may also pose a threat to health; however, their effects are poorly understood at this time.

Researchers in 1987 were investigating the possibility that ozone can damage deep lung tissue during prolonged heavy exercise. In a study supported by the ARB, researchers at the University of California, Irvine, studied the effects of ozone on laboratory rats exercising on a treadmill. The researchers found that exercise combined with ozone exposure dramatically increases severe lung injury, leading to the filling of the lungs with liquid. At lower ozone levels, small lesions (tiny scarred areas) were found in the lungs. This suggests that the same type of damage could occur in athletes who strenuously exercise outdoors when ozone levels are high.

The average ozone concentration for the Ventura area for the years of 1980-1989 were between 5.4 and 10.5 parts per hundred million (pphm), with a high of 10.5 pphm in 1988 in Simi Valley. Table 4 illustrates these concentrations. The number of days exceeding the NAAQS for ozone in the Ojai area for the period of 1980-1989 were less than 25 days per year. For the SAAQS for ozone, less than

75 days per year were measured in exceedance. Figures 4 and 5 illustrate exceedances.

Reactive Organic Gases (ROG). Reactive organic gases are often referred to as hydrocarbons, consisting of hydrogen and carbon in various combinations. Many hydrocarbon compounds are photochemically reactive and play an important role in ozone formation. NOx and ROG are the principal constituents of photochemical reactions producing ozone. ROGs are emitted from both mobile and stationary sources including, but not limited to, motor vehicles, organic solvents, petroleum recovery operations, pesticides and herbicides, and organic solvents.

Levels of hydrocarbons currently measured in urban areas are not known to cause adverse effects on humans. However, certain members of the hydrocarbon group are important components (precursors) in the reactions which produce photochemical smog.

The federal ambient standard for hydrocarbons was revoked by the EPA in 1983. However, in 1987, a new hydrocarbon measurement program was begun by the VCAPCD to focus on the type of hydrocarbons which contribute to photochemical smog. These are the reactive members of the hydrocarbon group called non-methane hydrocarbons. Very high non-methane hydrocarbons have been measured in the southern portion of the Ventura County airshed.

Nitrogen Dioxide. Nitrogen dioxide (NO_2) is a brown gas with a bleach-like odor that is formed in the atmosphere by the oxidation of nitric oxide (NO). These two compounds are collectively referred to as nitrogen oxides (NO_x) and are emitted by mobile and stationary sources.

The national standard for nitrogen dioxide (annual average of all hours is 0.53 ppm) has never been exceeded in Ventura County. The highest annual average from 1987 to 1989 was 0.27 ppm in Simi Valley in 1989. The highest hourly concentration during this period (1987), was also in Simi Valley and was 0.15 ppm. This is less than the California hourly standard of 0.25 ppm.

Particulates. Total suspended particulates (TSP) is the name given to the solid matter suspended in the atmosphere, which includes natural and man-made materials such as soil particles, biological materials, sulfates, nitrates, sea salts, organic compounds, and lead.

Airborne particles, including dust and smoke, may also contain sulfur, nitrogen,

carbon, and various materials. Large amounts of very small particles are either emitted directly or are by-products of smog. Although the nose and throat are able to stop most large particles, very small ones easily bypass this natural filtering system and can lodge deep in the lungs. Inhaled particles can directly irritate the respiratory tract, constrict air passageways, and interfere with the mucous lining of the air passageways. Particulate matter may also be a carrier of toxic materials, allowing them to enter the lungs where they can be absorbed into the blood and circulated to other parts of the body. The detailed mechanism of this process and its effect on human health requires further study.

A large portion of particulate matter suspended in the atmosphere have aerodynamic diameters less than 10 microns (one micron is one millionth of a meter) and are referred to as PM-10. PM-10 consists of both directly emitted particles and particles that are formed in the atmosphere from gases, such as reactive organic gases, oxides of nitrogen, and oxides of sulfur.

In 1983, the ARB replaced the state TSP standard with a standard for PM-10. The development of the PM-10 standard was prompted by acute and chronic health effects data, suggesting that it is this class of particles that are deposited in the respiratory tract and are sometimes responsible for respiratory diseases. PM-10 is considered a greater health risk than larger particles due to its ability to be inhaled deep into the lungs. PM-10 particles often are never removed from the lungs by exhaling, and may be carriers of toxic materials which can be absorbed by the blood and carried to other parts of the body. Nearly all pollution-induced visibility reduction is due to constituents of TSP.

The National Ambient Air Quality Standards for the 24-hour and annual means have not been exceeded since 1986. This exceedance was measured during high winds at the Piru station and was 176 $\mu g/m^3$. The one exceedance does not affect the national PM-10 attainment status of the county. However, numerous exceedances of the state 24-hour and annual standards have been recorded at each monitoring site.

Oxides of Sulfur. Sulfur dioxide (SO_x) is a colorless gas with a sharp, irritating odor that is emitted directly into the atmosphere by stationary sources such as power plants, petroleum refineries and chemical plants. It is also produced from burning diesel oil and other fuels in motor vehicles, railroad trains, and ships (SCAQMD, 1991). SO_2 can contribute to acid deposition and visibility impairment after reacting in the atmosphere to form sulfuric acid and sulfates, and as such is a precursor to PM-10.

Healthy individuals also experience sore throats, coughing, and breathing difficulties when exposed to high levels of SO_2. Subjects exposed to SO_2 during exercise have experienced increased difficulty breathing. This response has not been observed when the subjects breathe clean filtered air. People with asthma who inhale SO_2 have symptoms that include shortness of breath. People with emphysema and chronic bronchitis are also adversely affected by exposure to SO_2. Children exposed to SO_2 experience increased respiratory tract infections. Healthy individuals also experience sore throats, coughing, and breathing difficulties when exposed to high levels of SO_2. Subjects exposed to SO_2 during exercise have experienced increased difficulty breathing. This response has not been observed when the subjects breathe clean filtered air.
The national standard for SO_2 is an annual average of 0.03 ppm. This standard has never been exceeded in Ventura County. The state standard is 0.25 ppm.

Carbon Monoxide. Carbon monoxide (CO) is a colorless, odorless gas produced by incomplete combustion of carbon-containing fuels, such as gasoline. Most of the CO in ventura County's atmosphere is emitted directly from motor vehicles, causing concentrations to be higher in the vicinity and downwind of areas with heavy traffic. CO levels tend to be highest in the winter and during the late night and early morning hours, nearly opposite to the ozone concentration peaks.

CO binds tightly to the hemoglobin, the oxygen-carrying protein in the blood, reducing the amount of oxygen that reaches the heart, brain, and other body tissues. Exposure to CO particularly endangers individuals with coronary artery disease, due to an already limited supply of blood and oxygen reaching their heart. Even healthy individuals who are exposed to low levels of CO can experience headaches, fatigue, and slow reflexes from lack of oxygen. Health damage caused by CO is of greater concern at high elevations, where the air is thin and where many individuals may already suffer from inadequate oxygen supply.

CO is not monitored in the Ojai Valley. From 1987-1989 the maximum hourly concentration measured in Ventura County was 12 ppm in Simi Valley, well below the air quality standards.

Economic Effects

Air pollution causes economic loss by reducing crop yields, and by facilitating the aging of buildings, clothing, tires, and metals. The ARB completed a study which analyzed the effect of air quality on crop yields. The study concluded that ozone causes more than $300 million worth of annual crop losses in California. Ozone

reduced harvests for 15 commercial crops via damaging the cellular structure of plants, reducing photosynthesis, stunting growth, and scars produce which reduces the aesthetic value and, in turn, the selling value of the product. In addition, ozone makes some plants more vulnerable to disease by weakening the plants defense system.

A recent study by the Public Affairs Committee quantified the cost of improving, replacing, or repairing buildings, clothing, tires, and/or metals. The results of the study indicated that the average family spends $2,000 per year to pay for the damage air pollution has caused.

MONITORING ANALYSIS

On July 28, 1991, a train derailment occurred along the Rincon coastal strip, north of Ventura, along Highway 101. The train derailment included the release of hazardous materials which resulted in closing the highway for five days. Caltrans rerouted the traffic from July 28 to August 2 through the Ojai Valley via Highway 33 to Highway 150. Increased traffic volumes were expected to induce greater pollutant levels from automobile exhaust. However, a review of the monitoring data showed no substantial increase of nitric oxide or nitrogen dioxides, which are by-products of automobile exhaust, or of ozone over the normal levels.

The monitoring data raised questions about the adequacy of air monitoring in the Ojai Valley. This incident also resurfaced earlier questions which had arisen when the site was relocated in 1982. After relocation, the number of days that the ozone standard was exceeded appeared to substantially decrease. Although these questions were investigated by the VCAPCD, the City of Ojai requested that they be analyzed further to ensure that the monitoring data was accurate to protect the public health and to support the City's planning efforts.

Three site locations in the Ojai Valley were audited: the current Ventura County regional monitoring site located at 1768 Maricopa Highway; a site at Nordhoff High School (the location prior to 1982); and a site at Signal Street, near Libby Park (the location prior to 1981).

Siting Audit

In order to investigate whether the site relocation had affected the representativeness of the data, a siting audit was performed by conducting an inspection of the site and interviewing the station operator to assess the monitoring site's compliance with the established regulations that govern the collection of

ambient and meteorological data. The subjects addressed by the site audit were:

- o monitoring and site design
- o physical inspection of the site
- o probe and instrument siting

Siting Objectives

The Code of Federal Regulations, Title 40, Section 58 (40 CFR 58), is clear concerning the siting of probes and monitoring stations. There are two major subjects related to the siting of an ambient air monitoring station: exposure and spatial scale.

Exposure. Exposure of the probe is very critical and well studied by the EPA. The current monitoring station is located at 1768 Maricopa Highway, which is in a Caltrans storage yard approximately 1.6 kilometers northeast of the northern intersection of Highways 33 and 150. The monitoring station is located behind a large storage shed in the center of the yard. The distance of the air monitoring probe to Highway 33 is 53 meters. The average daily traffic (ADT) is estimated to be approximately 9,500 vehicles per day. The minimum distance that ozone and nitrogen dioxides can be measured from a roadway with less than 10,000 ADT is 10 meters and a minimum of 20 meters from trees. The trees nearest to the probe are 32 meters away. The exposure criteria for roadways and vegetation are met for this monitoring station.

A major problem with this monitoring location is traffic from truck movement and heavy equipment housed in the yard. After examining the ambient pollutant data at the site, it can be determined that the trucks and heavy equipment operation are influencing the oxides of nitrogen analyzer. Spikes were observed in the trace during the early morning and late evening. The effect of the trucks and heavy equipment appears to be temporary and should not affect the overall readings. Additionally, a local source of nitrogen oxide can serve to decrease ozone levels due to the complex photochemical reaction. Overall, the exposure for the nitrogen dioxide and ozone sensors meet the EPA criteria.

The monitoring station was previously located at Nordhoff High School on Highway 33. This site is approximately 0.8 kilometers from the northern intersection of Highways 33 and 150. The ozone analyzer was located in an empty room near the administration office. The distance of the air monitoring probe to

Highway 33 was 60 meters. Currently, the ADT is approximately 9,500 vehicles per day. The nearest trees
to the probe were four meters away. The exposure criteria for roadways was acceptable, but exposure to vegetation was not. The major problem with this monitoring station location was the large and numerous trees in the vicinity of the probe. Trees are located 4 meters to the west, 9 meters to the east, and 51 meters to the north. Trees can also destroy ozone through adsorption by their leaves. Thus, this monitoring station was not well sited for ozone monitoring.

The Signal Street monitoring site was located 0.8 kilometers south of the intersection of Signal Street and Highway 150. This monitoring station housed an ozone monitor in a small one story building. The monitoring site is located at the end of a residential cul-de-sac. It is expected that the ADT would be well below 10,000 vehicles per day. The exposure to the roadway is 17 meters, which is acceptable. The nearest trees to the probe were seven meters; therefore, exposure to vegetation at this location was not acceptable. The major problem with this monitoring location was the large and numerous trees in the vicinity of the probe. The nearby trees are located 21 meters to the north, 17 meters to the northwest, and 8 meters to the southwest.

Spatial Scale. 40 CFR 58 defines spatial scale and distances for those scales concerning stationary and mobile sources.

> "The goal in siting monitoring stations is to correctly match the spatial scale represented by the sample of monitoring air with the spatial scale most appropriate for the monitoring objective of this station. Thus, spatial scale of representativeness is described in terms of the physical dimensions of the air parcel nearest to a monitoring station throughout which actual pollutant concentrations are reasonably similar."

The VCAPCD and the California Air Resources Board (ARB) classify this site as neighborhood scale for nitrogen dioxide and urban scale for ozone. Neighborhood scale defines concentrations within some extended area of the city that has relatively uniform land use with dimensions in the 0.5 to 4.0 kilometer range. With regards to this scale, the monitoring objective is to sample air which represents the City of Ojai, Meiners Oaks, and Mira Monte. 40 CFR 58 also states, "For neighborhood or urban scales, the emphasis in site selection will be in finding those areas where long-term averages are expected to the the highest."

The drop in the number of exceedances observed shortly after the monitoring

station was moved to its present location, was most likely due to a drop in overall ozone values, combined with a small drop associated with the local NO emissions sources (i.e., the trucks in the yard). Although Ojai exceeds the ozone air quality standards, it typically only exceeds them by a small amount, e.g., 128 parts per billion (ppb) versus the standard of 120 ppb. Therefore, a small decrease in ozone values can have a substantial effect on the number of days when an exceedance is observed.

Another consideration in siting is the probable longevity and stability of the site. Longevity is important in order to be able to track air quality trends on a consistent basis. As seen above, the comparison of data is strongly compromised when a site is relocated. County public maintenance yards can offer a good "home" for an air quality site. Although they often have some local emissions, the site can usually be expected to remain for a long time and have adequate security, access and power supply.

Although not perfect, the current site does meet the requirements and objectives of a regional ozone monitoring site. In addition, it has been at its present location for ten years and provides a good basis for the analysis of air quality trends in the area. Given the constraints and costs of air quality monitoring, this site is acceptable.

System Audit

The system audit was performed by conducting an inspection of the site and interviewing the station operator to assess the monitoring site's compliance with the established regulations that govern the collection of ambient and meteorological data. Upon auditing of the site, the following was concluded:

- auxiliary equipment (i.e., meteorological equipment, data logger, transfer standards, chart recorders) were also of good quality and acceptable

- log entries and recordkeeping of the monitoring site was reviewed and found to be up to date with respect to calibration of all instruments, including ozone transfer standards, cylinder certifications, and mass flow and meteorological instrument calibrations

- data handling via the electronic data logger was accurate and was found to be backed up daily by the VCAPCD office which calls the station daily via modem and downloads the data to the central computer

Overall, the operation of the monitoring station is being performed within EPA

guidelines, is well maintained, and the instruments are in good working order.

Ambient Air Monitoring Comparison

The VCAPCD has reviewed the accuracy and representativeness of the Ojai station monitoring data in light of the concerns raised by the train derailment. Figures 6 and 7 are wind roses indicating direction and strength of windflow. Figure 6 illustrates ozone frequency measured at the 1768 Maricopa Highway Monitoring Station. Their review included an assessment of both the data quality during that time and whether the site was properly located to meet the regional monitoring objectives. The results of this review show that the site was properly located to meet the regional monitoring objectives(VCAPCD, 1992 Draft Monitoring Plan). These results were supported by the EPA (letter from David L. Calkins, Chief, Air Planning Branch, U.S. EPA Region IX, to Richard H. Baldwin, VCAPCD, dated December 3, 1991).

For their review, VCAPCD compared the Ojai data to another site in Ventura County located near Lake Casitas off of Highway 150 and operated by the ARB. To obtain further objectivity, this comparison was expanded to two additional sites in Santa Barbara County, one near Carpinteria and one in the mountains north of Santa Barbara on Paradise Road (see Figures 8-13). A plot of the hourly ozone values from July 26 to August 4 shown on Figure 10 shows that all four sites exhibit the same diurnal distribution, with a very strong correspondence of the concentrations at Ojai with Paradise Road and Carpinteria with West Casitas site. These results show that during this period the ozone values were mostly related to the distance from the coastline and had little to do with proximity to the traffic route, as the Paradise Road site was well away from the problem area. July 30 is the only day when the peak ozone value at Ojai did not compare closely to Paradise Road, and instead was closer to the peak value measured at the other two sites. It should be noted that elevation was not an important factor during this period since the Paradise Road site (547 m) is closest to the West Casitas site (319 m), while Ojai (230 m) is closer to Carpinteria (137 m) in elevation.

The hourly NO_2 data at these four sites during these ten days were also compared. The plot of these data is shown in Figure 14-16. These data are much more difficult to compare since the Ventura County data is only reported to the nearest parts per hundred million (pphm), while the Santa Barbara data were available at the ppb level. However, it can be concluded from this information that while all of the NO_2 values are quite low, that Paradise Road which was furthest from the traffic emissions has the lowest levels. Ojai and West Casitas has the highest concentrations, and appear to have been somewhat higher during the period when

traffic was rerouted.

Similar to VCAPCD's assessment, this data comparison confirms that ozone and NO_2 data collected at Ojai are most likely valid. Although not significantly above normal levels, ozone concentrations in Ojai on July 31 were elevated, which could account for some of the health problems experienced by the public during this time. It is also quite likely that some of the discomfort could have been caused by CO air pollution, which is most directly affected by a slowdown by and proximity to motorized traffic. However, since CO levels are thought to be well within the standards in this area, it is not monitored at any of these four sites.

AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [4,7]
Ozone	1 Hour	0.09 ppm (180 $\mu g/m^3$)	Ultraviolet Photometry	0.12 ppm (235 $\mu g/m^3$)	Same as Primary Std.	Ethylene Chemiluminescence
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m^3)	Non-dispersive Infrared Spectroscopy (NDIR)	9.0 ppm (10 mg/m^3)	Same as Primary Stds.	Non-dispersive Infrared Spectroscopy (NDIR)
	1 Hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
Nitrogen Dioxide	Annual Average	–	Gas Phase Chemiluminescence	0.053 ppm (100 $\mu g/m^3$)	Same as Primary Std.	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 $\mu g/m^3$)		–		
Sulfur Dioxide	Annual Average	–	Ultraviolet Fluorescence	80 $\mu g/m^3$ (0.03 ppm)	–	Pararosoaniline
	24 Hour	0.05 ppm [8] (131 $\mu g/m^3$)		365 $\mu g/m^3$ (0.14 ppm)	–	
	3 Hour	–		–	1300 $\mu g/m^3$ (0.5 ppm)	
	1 Hour	0.25 ppm (655 $\mu g/m^3$)		–	–	
Suspended Particulate Matter (PM_{10})	Annual Geometric Mean	30 $\mu g/m^3$	Size Selective Inlet High Volume Sampler and Gravimetric Analysis	–	–	–
	24 Hour	50 $\mu g/m^3$		150 $\mu g/m^3$	Same as Primary Stds.	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	–	–	50 $\mu g/m^3$		
Sulfates	24 Hour	25 $\mu g/m^3$	Turbidimetrice Barium Sulfate	–	–	–
Lead	30 Day Average	1.5 $\mu g/m^3$	Atomic Absorption	–	–	Atomic Absorption
	Calendar Quarter	–		1.5 $\mu g/m^3$	Same as Primary Std.	
Hydrogen Sulfide	1 Hour	0.03 ppm (42 $\mu g/m^3$)	Cadmiun Hydroxide STRactan	–	–	–
Vinyl Chloride (chloroethene)	24 Hour	0.010 ppm (26 $\mu g/m^3$)	Tedlar Bag Collection, Gas Chromatography	–	–	–
Visibility Reducing Particles	1 Observation	In sufficient amount to reduce the prevailing visibility [9] to less than 10 miles when the relative humidity is less than 70%		–	–	–

TABLE AQE-1.

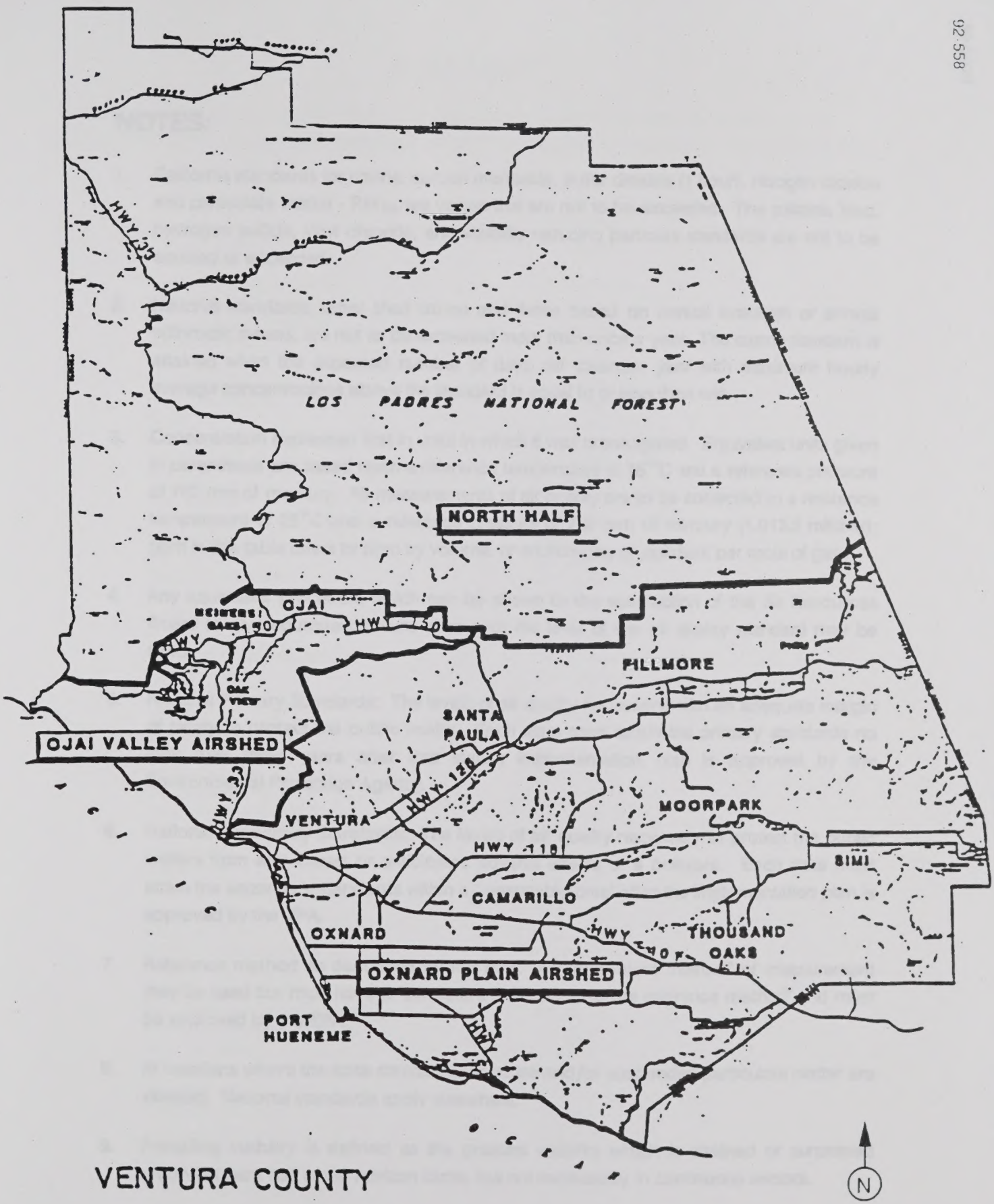


FIGURE AQE-1 . Ventura County airshed designations.



NOTES:

1. California standards for ozone, carbon monoxide, sulfur dioxide (1 hour), nitrogen dioxide and particulate matter - PM_{10}, are values that are not to be exceeded. The sulfates, lead, hydrogen sulfide, vinyl chloride, and visibility reducing particles standards are not to be equaled or exceeded.

2. National standards, other than ozone and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. All measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent procedure which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health. Each state must attain the primary standards no later than three years after that state's implementation plan is approved by the Environmental Protection Agency.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standards within a "reasonable time" after the implementation plan is approved by the EPA.

7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

8. At locations where the state standards for ozone and/or suspended particulate matter are violated. National standards apply elsewhere.

9. Prevailing visibility is defined as the greatest visibility which is attained or surpassed around at least half of the horizon circle, but not necessarily in continuous sectors.

TABLE AQE-1 (cont.).

TABLE AQE-2

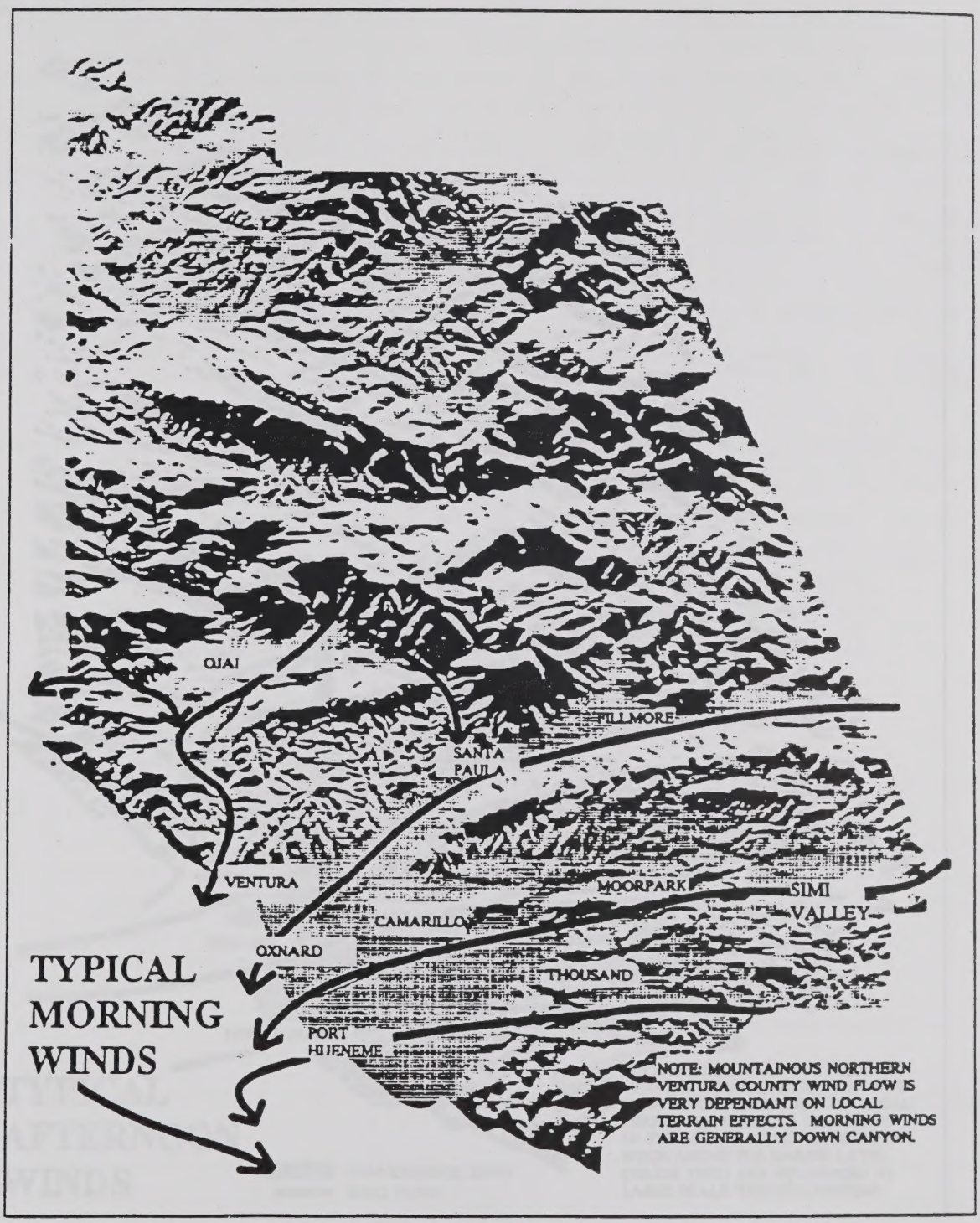
SIZE OF COMMERCIAL, INDUSTRIAL, AND INSTITUTIONAL PROJECTS NECESSARY TO EXCEED VARIOUS POUNDS PER DAY THRESHOLDS

Land Use	Size Facility 5 lbs/day
General Aviation Airport	90 flights/day
General Light Industrial	31,250 sq ft
General Heavy Industrial	119,048 sq ft
Industrial Park	31,250 sq ft
Manufacturing	48,077 sq ft
Warehousing	40,000 sq ft
Mini-Warehouse	1000 units
Hotel	33 rooms
Motel	29 rooms
Resort Hotel	16 rooms
Marina	92 berths
Golf Course	36 acres
Movie Theater w/o matinee	2 screens
Movie Theater w/ matinee	1 screen
Racquet Club	455 members
Elementary School	278 students
High School	218 students
College	193 students
University	125 students
Church/Synagogue/Temple	39,371 sq ft
Day Care Center	9 employees
Library	6,623 sq ft
Hospital	23 beds
Nursing home	90 beds
Clinic	11,468 sq ft
Medical Office	8,475 sq ft
Government Office	4,106 sq ft
State Motor Vehicles Dept.	17,066 sq ft
U.S. Post Office	3,471 sq ft
Civic Center	11,313 sq ft
Office Park	21,835 sq ft
Research Center	35,715 sq ft
Business Park	37,175 sq ft
Discount Store	4,231 sq ft
Nursery (Garden Center)	14 employees
Quality Restaurant	3,149 sq ft
High Turnover Restaurant	1,499 sq ft
Fast Food w/o Drive-Through	391 sq ft
Fast Food w/ Drive-Through	481 sq ft
New Car Sales	6,238 sq ft
Service Station	3 pumps
Supermarket	2,400 sq ft
Convenience Store	340 sq ft
Video Arcade	10,823 sq ft
Walk-in Bank	1,586 sq ft
Drive-in Bank	1,035 sq ft
Walk-in Savings & Loan	4,936 sq ft
Drive-in Savings & Loan	4,062 sq ft

TABLE AQE-3

NUMBER OF RESIDENTIAL DWELLING UNITS NECESSARY TO EXCEED VARIOUS POUNDS PER DAY THRESHOLDS

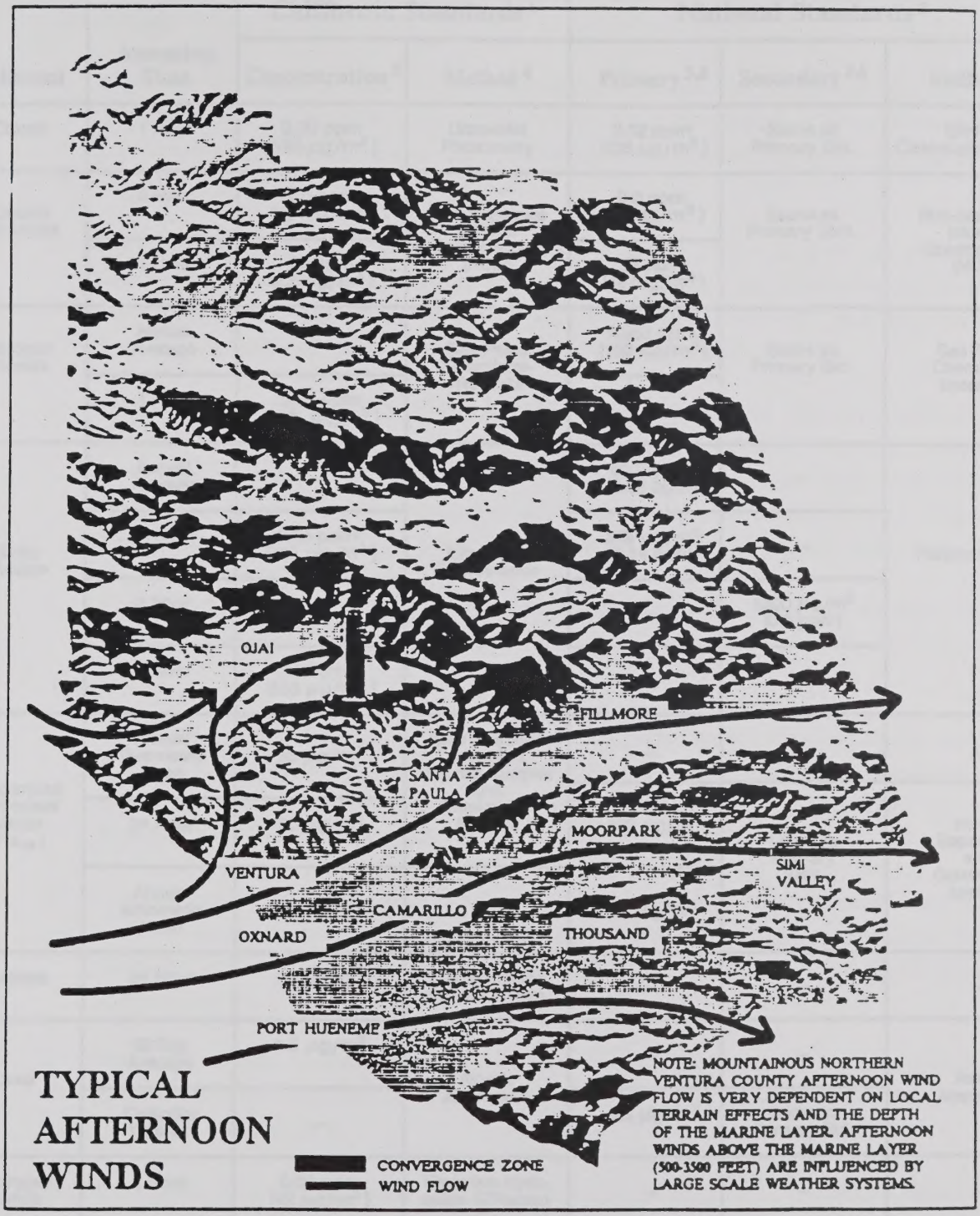
Land Use	Number of Units 5 lbs/day
Single Family Housing	22
Apartment	32
Condominium	32
Mobile Home	37
Retirement Community	46



SOURCE: VCAPCD, 1991

N

FIGURE 2. Ventura County morning wind flow.



SOURCE: VCAPCD, 1991

N

FIGURE 2. Ventura County afternoon wind flow.

AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [4,7]
Ozone	1 Hour	0.09 ppm (180 $\mu g/m^3$)	Ultraviolet Photometry	0.12 ppm (235 $\mu g/m^3$)	Same as Primary Std.	Ethylene Chemiluminescence
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m^3)	Non-dispersive Infrared Spectroscopy (NDIR)	9.0 ppm (10 mg/m^3)	Same as Primary Stds.	Non-dispersive Infrared Spectroscopy (NDIR)
	1 Hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
Nitrogen Dioxide	Annual Average	–	Gas Phase Chemilumi-nescence	0.053 ppm (100 $\mu g/m^3$)	Same as Primary Std.	Gas Phase Chemilumi-nescence
	1 Hour	0.25 ppm (470 $\mu g/m^3$)		–		
Sulfur Dioxide	Annual Average	–	Ultraviolet Fluorescence	80 $\mu g/m^3$ (0.03 ppm)	–	Pararosoaniline
	24 Hour	0.05 ppm [8] (131 $\mu g/m^3$)		365 $\mu g/m^3$ (0.14 ppm)	–	
	3 Hour	–		–	1300 $\mu g/m^3$ (0.5 ppm)	
	1 Hour	0.25 ppm (655 $\mu g/m^3$)		–	–	
Suspended Particulate Matter (PM_{10})	Annual Geometric Mean	30 $\mu g/m^3$	Size Selective Inlet High Volume Sampler and Gravimetric Analysis	–	–	–
	24 Hour	50 $\mu g/m^3$		150 $\mu g/m^3$	Same as Primary Stds.	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	–	–	50 $\mu g/m^3$		
Sulfates	24 Hour	25 $\mu g/m^3$	Turbidimetrice Barium Sulfate	–	–	–
Lead	30 Day Average	1.5 $\mu g/m^3$	Atomic Absorption	–	–	Atomic Absorption
	Calendar Quarter	–		1.5 $\mu g/m^3$	Same as Primary Std.	
Hydrogen Sulfide	1 Hour	0.03 ppm (42 $\mu g/m^3$)	Cadmiun Hydr-oxide STRactan	–	–	–
Vinyl Chloride (chloroethene)	24 Hour	0.010 ppm (26 $\mu g/m^3$)	Tedlar Bag Collection, Gas Chromatography	–	–	–
Visibility Reducing Particles	1 Observation	In sufficient amount to reduce the prevailing visibility [9] to less than 10 miles when the relative humidity is less than 70%		–	–	–

TABLE 1.

NOTES:

1. California standards for ozone, carbon monoxide, sulfur dioxide (1 hour), nitrogen dioxide and particulate matter - PM_{10}, are values that are not to be exceeded. The sulfates, lead, hydrogen sulfide, vinyl chloride, and visibility reducing particles standards are not to be equaled or exceeded.

2. National standards, other than ozone and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. All measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent procedure which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health. Each state must attain the primary standards no later than three years after that state's implementation plan is approved by the Environmental Protection Agency.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standards within a "reasonable time" after the implementation plan is approved by the EPA.

7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

8. At locations where the state standards for ozone and/or suspended particulate matter are violated. National standards apply elsewhere.

9. Prevailing visibility is defined as the greatest visibility which is attained or surpassed around at least half of the horizon circle, but not necessarily in continuous sectors.

TABLE 1 (cont.).

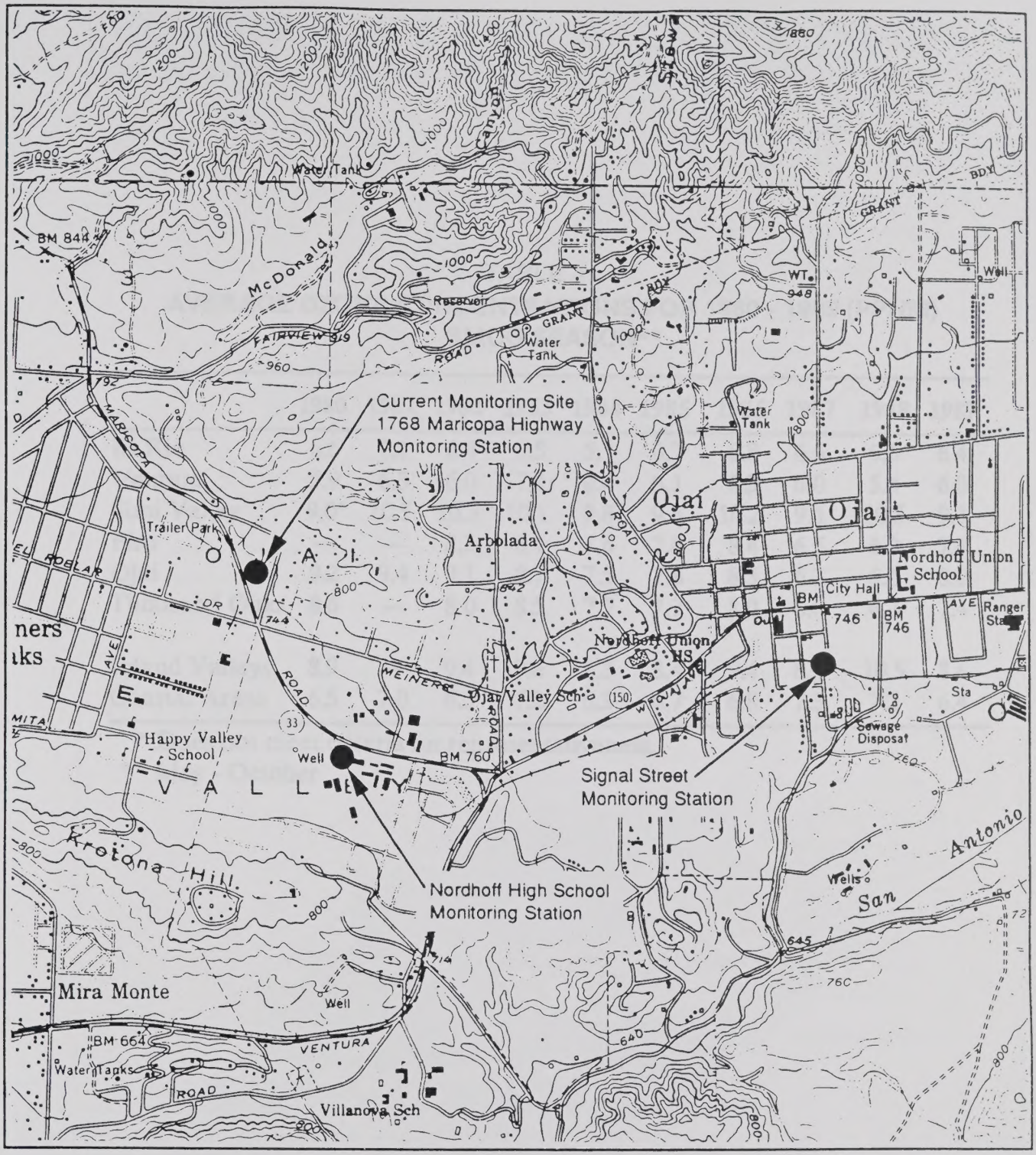
TABLE 2
NUMBER OF DAYS EXCEEDING THE OZONE STANDARDS*
NAAQS (12 PPHM)/CAAQS (9 PPHM)

	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
El Rio	3/30	8/29	3/23	7/20	1/12	3/28	5/25	5/33	3/25	2/18
Ventura	3/18	3/19	3/13	7/28	3/13	3/10	1/18	5/20	3/9	2/14
Simi	29/82	38/110	61/113	49/111	34/123	35/127	50/134	22/90	52/120	40/101
Piru	—	—	13/66	16/68	4/37	7/42	9/72	5/63	8/45	4/42
Ojai	33/75	27/101	25/80	10/77	3/30	6/34	10/58	3/45	3/51	5/57
T. Oaks	26/73	—	12/66	13/70	5/46	10/40	12/56	2/31	9/44	11/49
County-wide	61/139	85/149	70/142	58/125	45/130	44/136	59/149	31/123	55/135	46/116

* Smog Season (May - October)

TABLE 3
NUMBER OF CALIFORNIA FIRST-STAGE EPISODES

	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
El Rio	0	0	0	0	0	0	0	0	0	0
Ventura	0	0	0	0	0	0	0	0	0	1
Simi Valley	0	2	2	2	0	0	0	0	0	1
Piru	1	1	0	0	0	0	0	0	0	0
Ojai	0	1	0	0	0	0	0	0	0	0
Thousand Oaks	0	—	0	0	0	0	0	0	0	0
Total Countywide "Alert Days"	1	2	2	2	0	0	0	0	0	2



SOURCE: U.S. Geological Survey, 1988

SCALE 1:24000

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT 20-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

N

FIGURE 3. Monitoring site locations.

AeroVironment Inc.

TABLE 4
AVERAGE OZONE CONCENTRATIONS FOR 1980 - 1989 (PPHM)
SMOG SEASON**

	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
El Rio	6.6	7.1	6.4	6.5	5.7	6.7	6.8	6.6	6.5	6.4
Ventura	5.9	6.3	6.0	7.4	6.4	6.1	6.3	6.0	5.4	6.0
Simi Valley	9.0*	10.5	10.3	10.1	9.8	9.8	10.2	9.1	10.5	9.3
Piru	—	—	8.3	8.1	7.6	7.8	8.4	6.5	6.3	7.4
Ojai	9.2	9.4	9.1	8.7	7.5	7.8	8.3	6.3	6.6	8.0
Thousand Oaks	8.6	—	8.0	8.5	7.7	7.7	8.0	6.0	6.3	7.4
Inland Valleys	8.9	—	9.4	9.6	8.3	8.4	9.4	8.3	10.5	8.6
Coastal Areas	6.5	7.0	6.5	7.2	6.3	6.7	6.8	7.3	7.2	6.4

* Does not meet criteria for representativeness.

** May - October

FIGURE 4

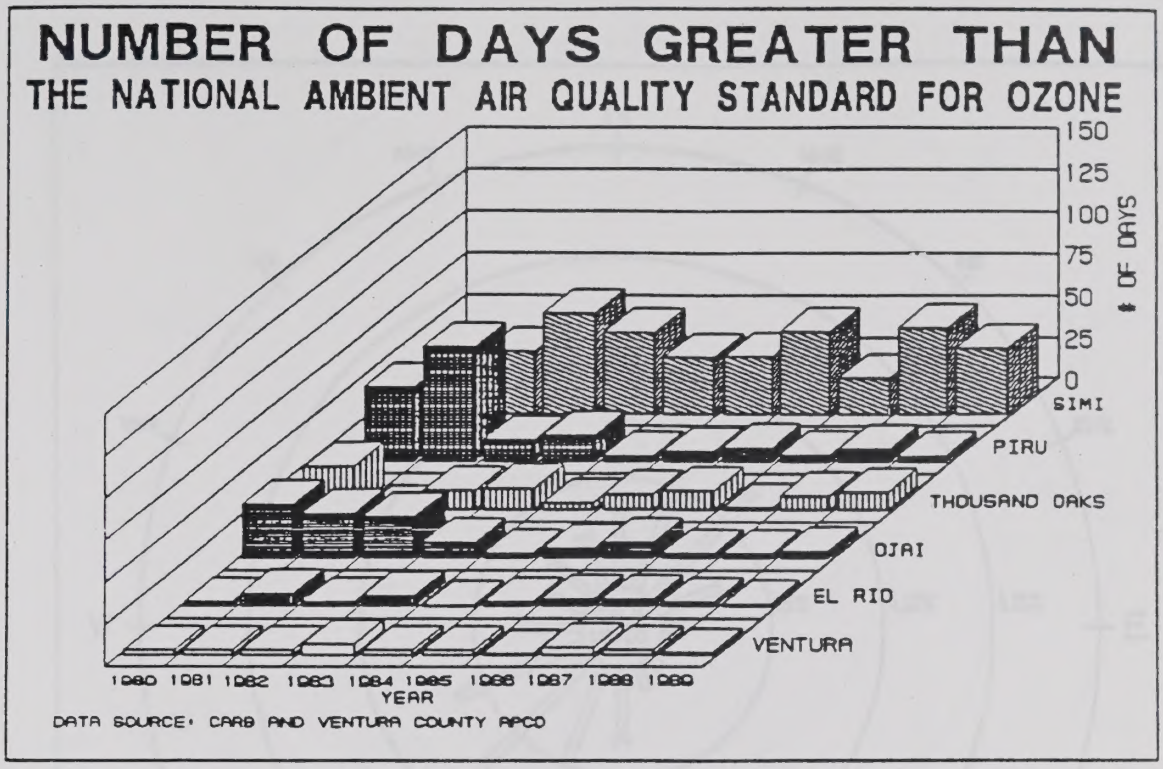
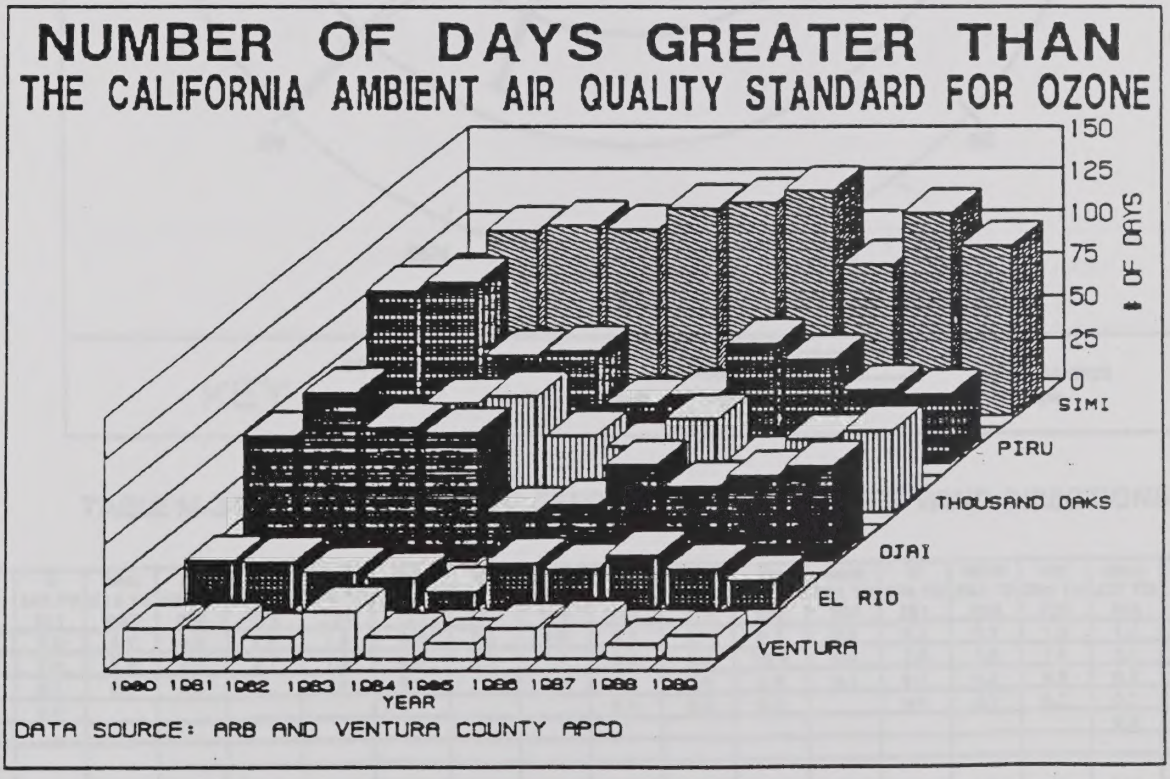


FIGURE 5



SOURCE: VCAPCD, 1991

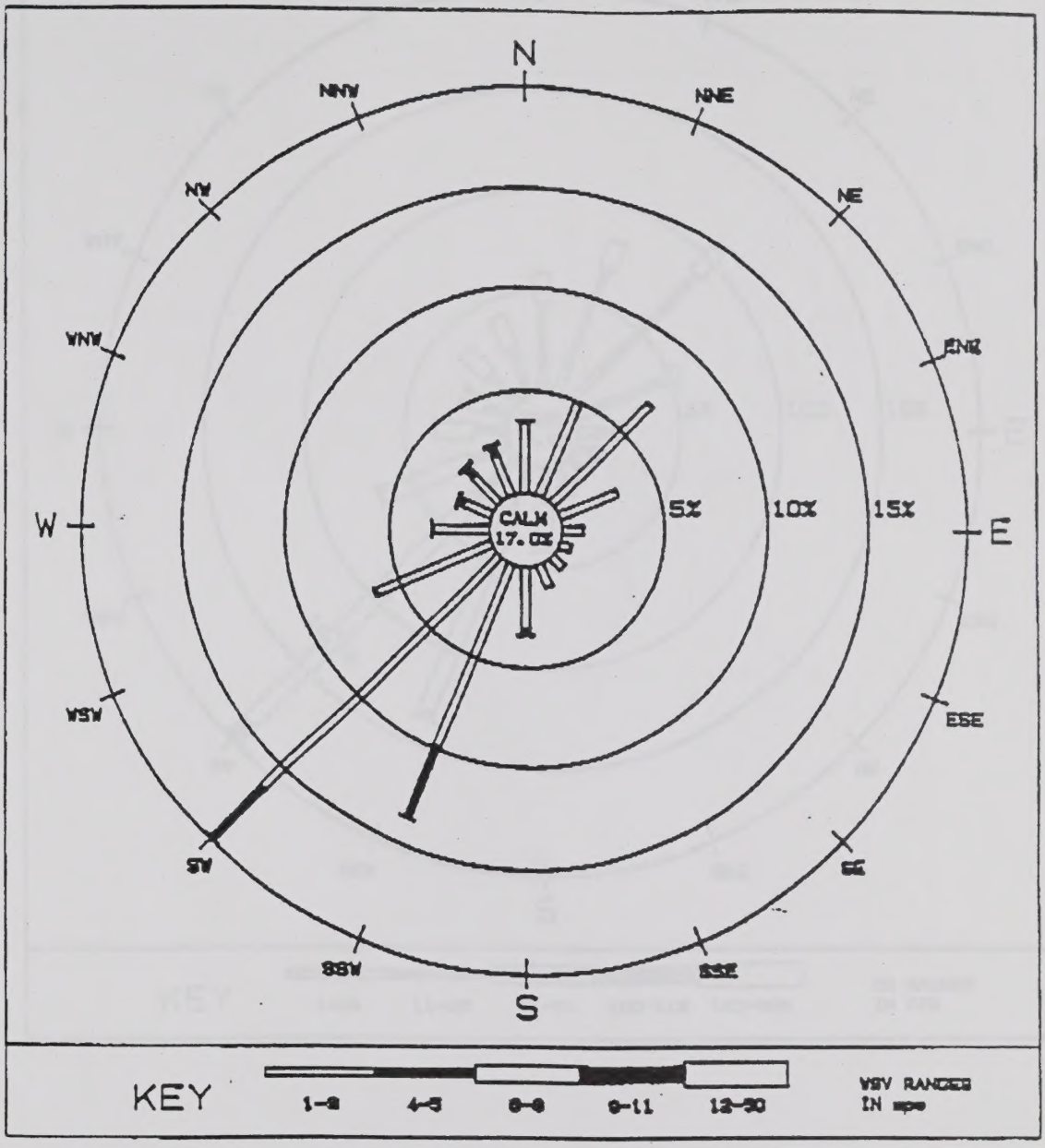


TABLE M-31 OJAI WIND SPEED FREQUENCY AT SPECIFIED WIND DIRECTIONS

Wind Speed MPH	N 349 TO 011	NNE 012 TO 033	NE 034 TO 056	ENE 057 TO 078	E 079 TO 101	ESE 102 TO 123	SE 124 TO 146	SSE 147 TO 168	S 169 TO 191	SSW 192 TO 213	SW 214 TO 236	WSW 237 TO 258	W 259 TO 281	WNW 282 TO 303	NW 304 TO 326	NNW 327 TO 348	Total	Total Observations	CUM %
0 TO 0.4	2.9	4.1	4.5	2.6	1.5	0.8	0.6	0.5	0.7	0.7	0.7	0.6	0.7	0.7	1.3	1.7	24.6	3539	100
0.5 TO 3	3.4	4.9	6.8	3.1	1.0	0.6	0.7	1.1	3.0	8.8	18.4	6.3	2.8	1.5	1.8	2.1	65.4	9430	76
4 TO 50	0.1	0.0	0.0		0.0	0.0		0.0	0.3	3.9	3.5	0.1	0.1	0.2	0.9	0.5	9.3	1358	10
8 TO 8	0.0								0.0	0.0	0.0		0.0	0.1	0.1	0.1	0.3	70	1
9 TO 11																0.0	0.0	2	0
12 TO 50																	0	0	0
Number of Hours	729	1138	1440	718	293	169	163	216	556	2043	7839	973	488	347	487	546	19307	14399	calm 1082
Mean Wind Speed	1	1	1	1	1	1	1	1	2	3	2	1	1	2	2	2	.	1	.

FIGURE 6. Ojai wind rose - January 1988 - December 1989.

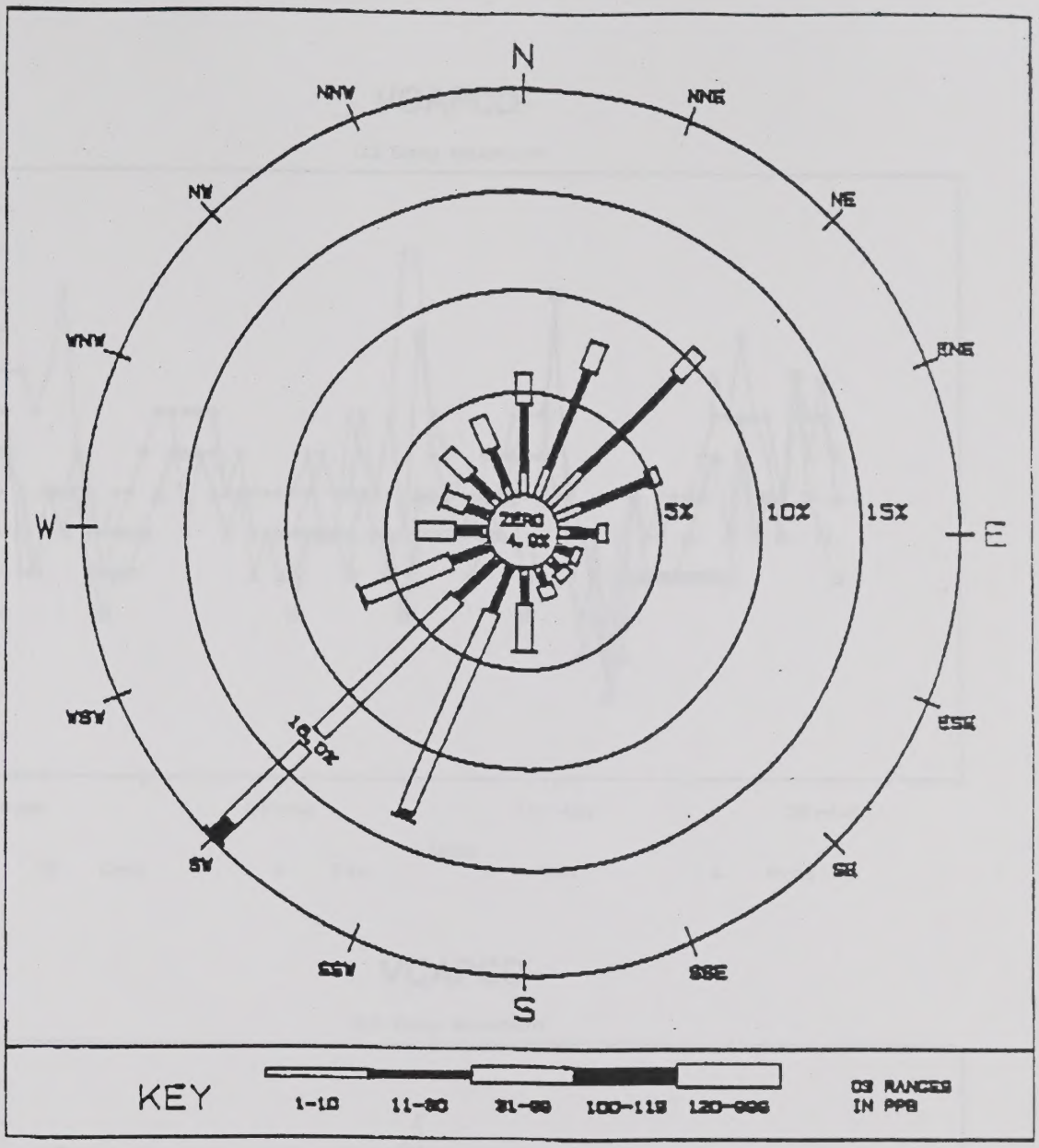
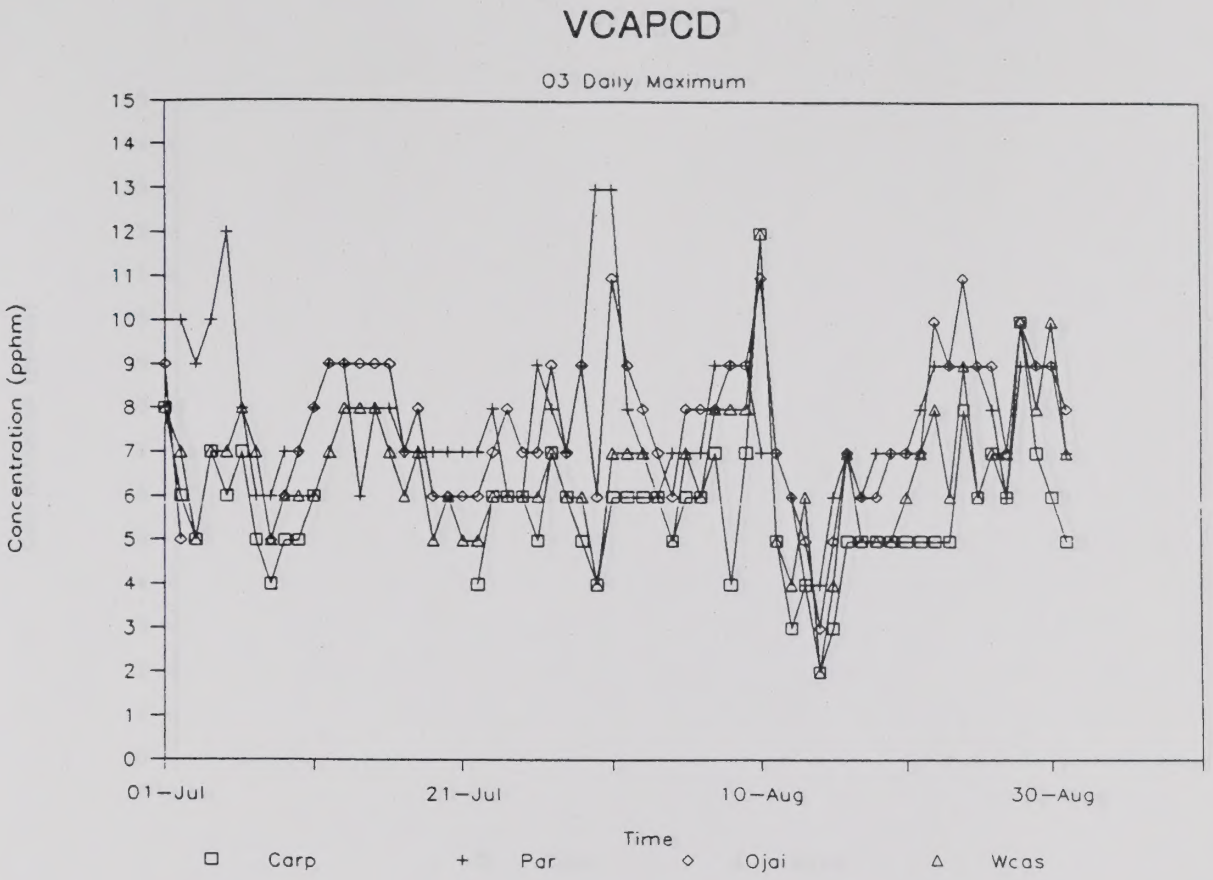


TABLE M-32 OJAI OZONE FREQUENCY AT SPECIFIED WIND DIRECTIONS

Concentration ppb	N 349 TO 011	NNE 012 TO 033	NE 034 TO 056	ENE 057 TO 078	E 079 TO 101	ESE 102 TO 123	SE 124 TO 146	SSE 147 TO 168	S 169 TO 191	SSW 192 TO 213	SW 214 TO 236	WSW 237 TO 258	W 259 TO 281	WNW 282 TO 303	NW 304 TO 326	NNW 327 TO 348	Total	Total Observations	PCM %
0 TO 0.4	0.3	0.4	0.4	0.1	0.1	0.0	0.0	0.1	0.2	1.2	1.1	0.4	0.2	0.1	0.1	0.2	4.8	683	0.00
0.5 TO 10	1.1	1.5	2.4	1.4	0.6	0.2	0.3	0.3	0.6	0.2	0.3	0.2	0.3	0.3	0.4	0.6	10.6	1421	95
11 TO 30	3.3	5.2	6.6	3.4	1.3	0.7	0.5	0.7	1.3	2.2	2.6	1.8	1.3	1.0	1.5	1.9	35.3	4704	84
31 TO 99	1.5	1.5	1.6	0.7	0.5	0.4	0.5	0.7	2.3	10.9	16.0	4.7	1.9	1.2	1.8	1.7	47.7	6342	48
100 TO 119	0.0		0.0							0.3	1.0	0.1	0.0				1.4	186	2
120 TO 999									0.0	0.0	0.2	0.0		0.0			0.2	26	0
Number of Hours	372	1152	1477	747	324	180	179	228	567	1988	2928	969	486	340	464	578	13353	13353	-
Mean Concentration	23	21	20	18	20	24	28	28	34	49	56	43	32	30	28	27	-	30	-

FIGURE 7. Ojai ozone rose - January 1988 - December 1989.



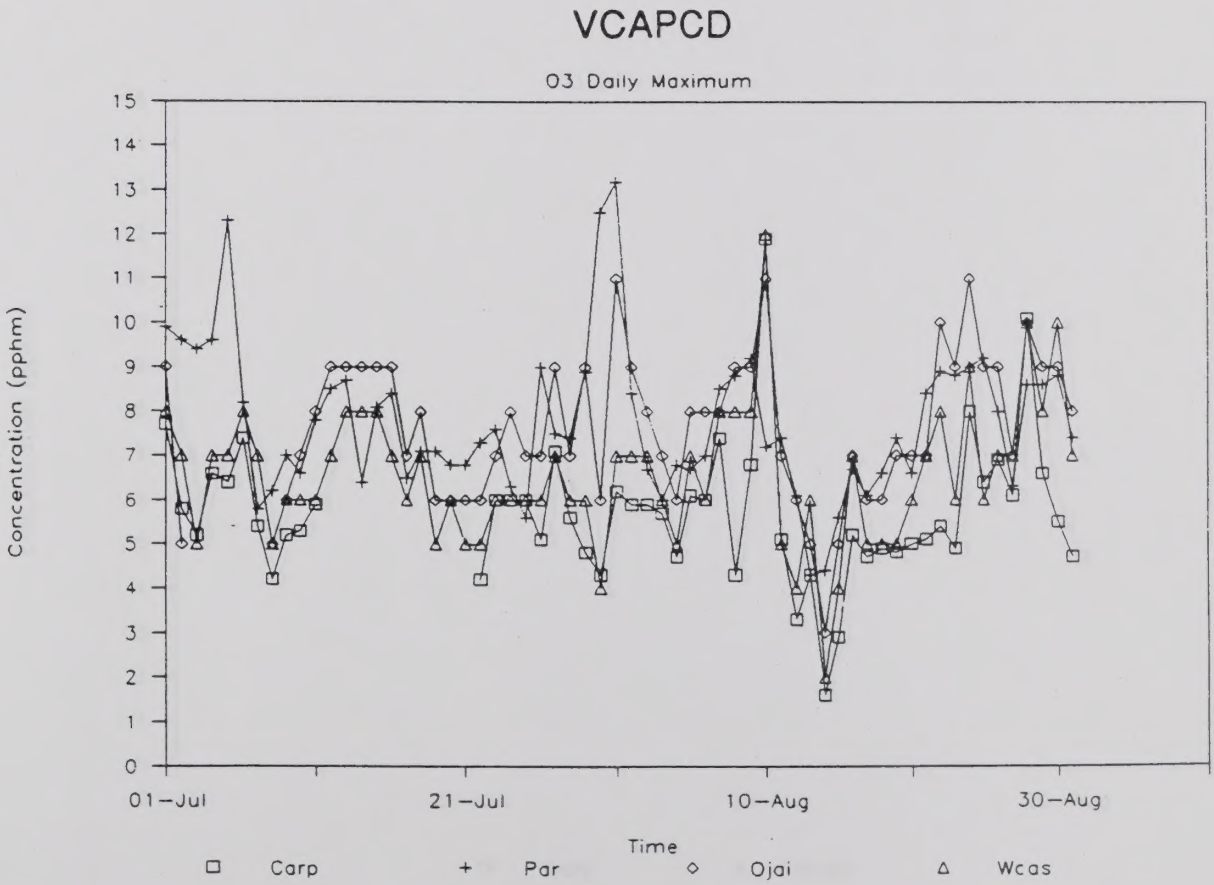
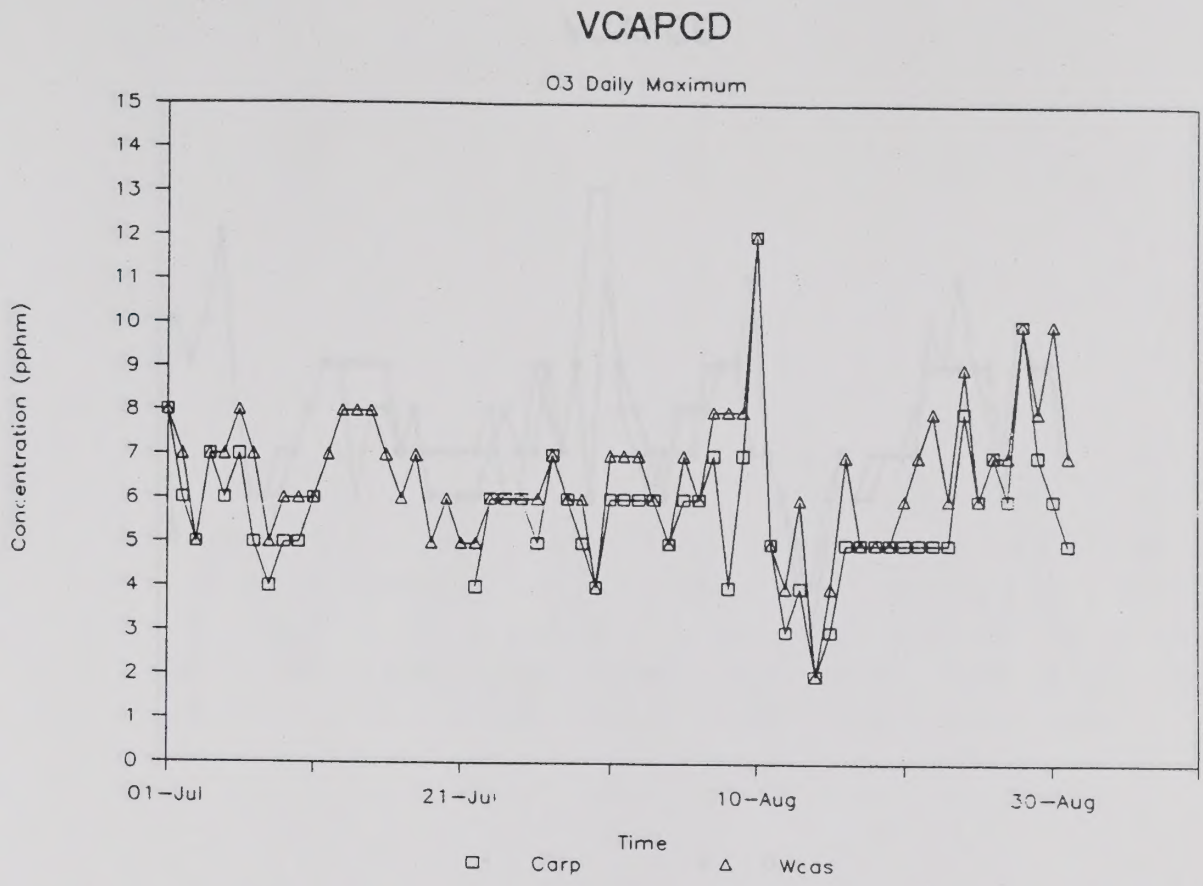


FIGURE 8. Siting study.



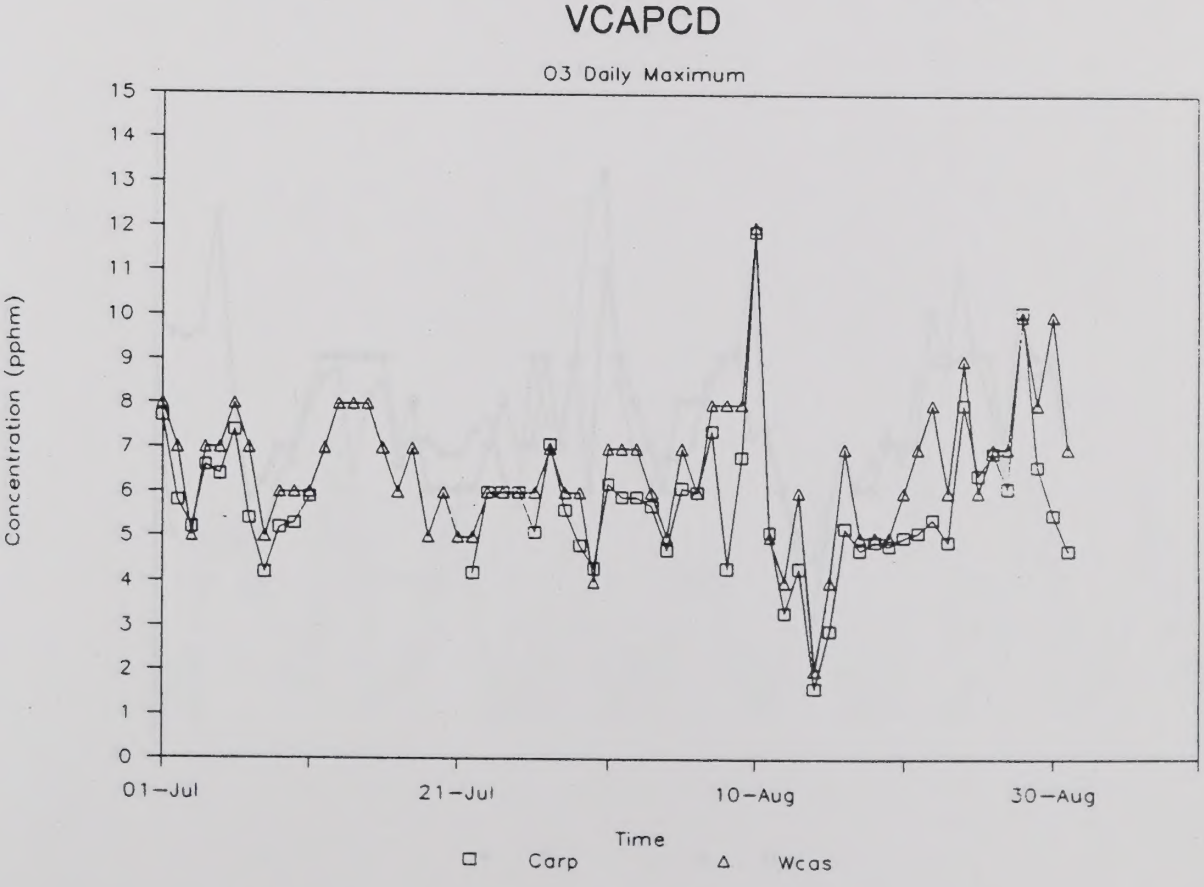
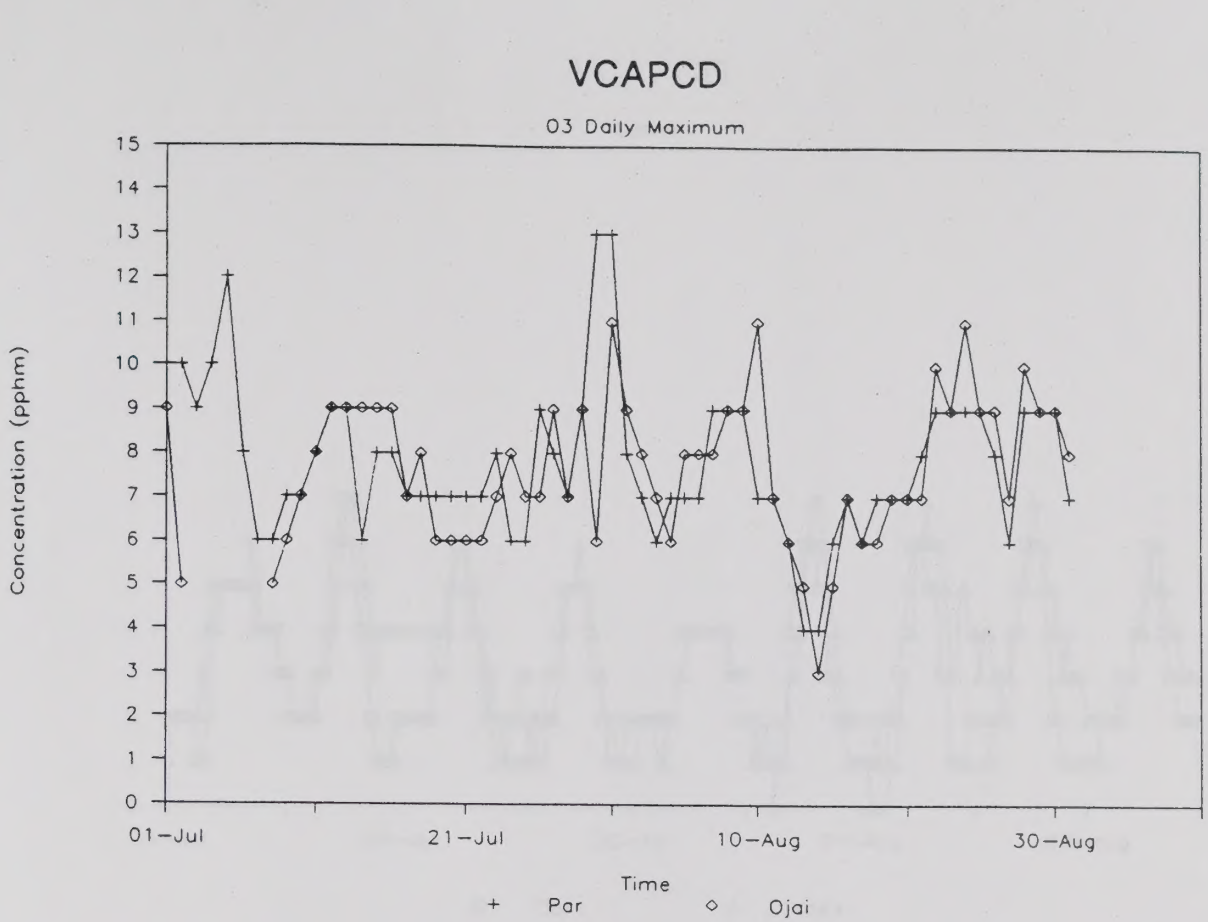


FIGURE 9. Siting study.



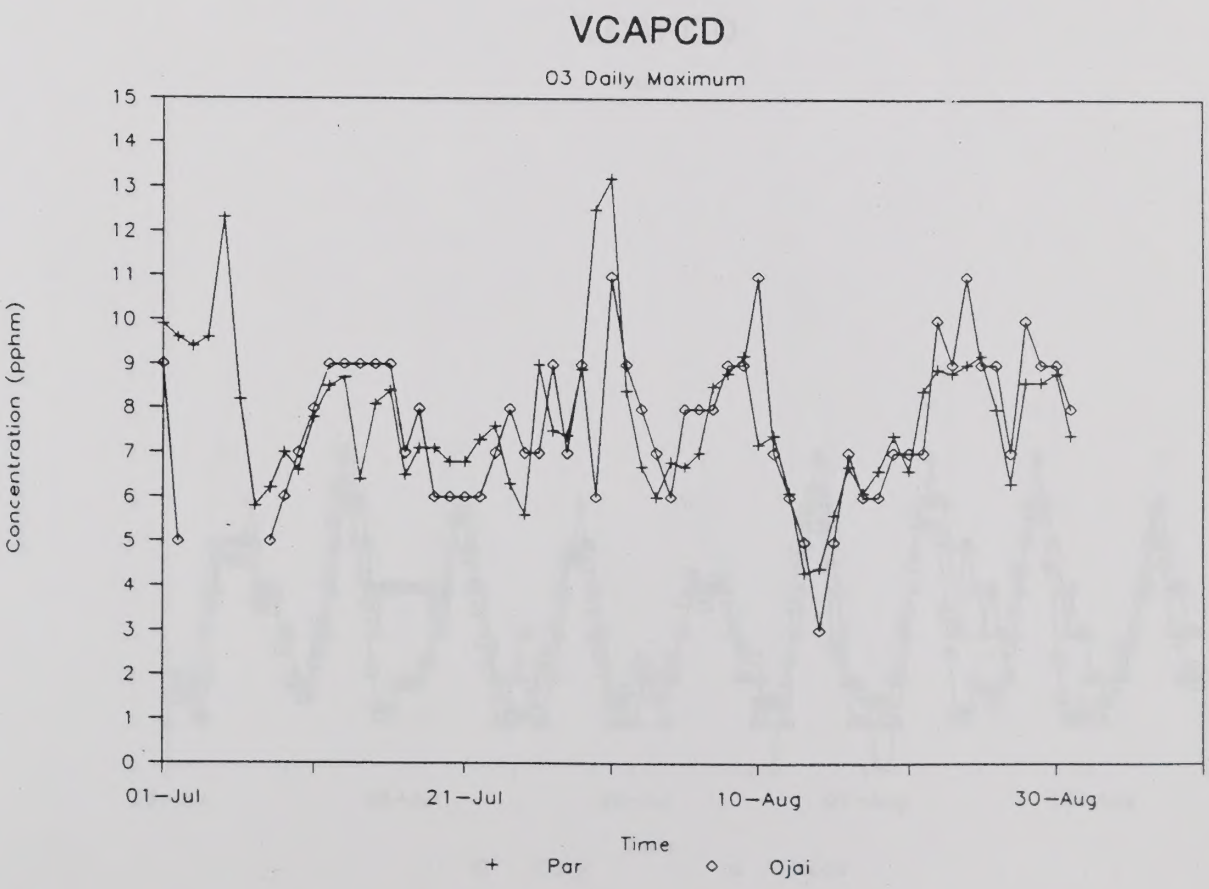
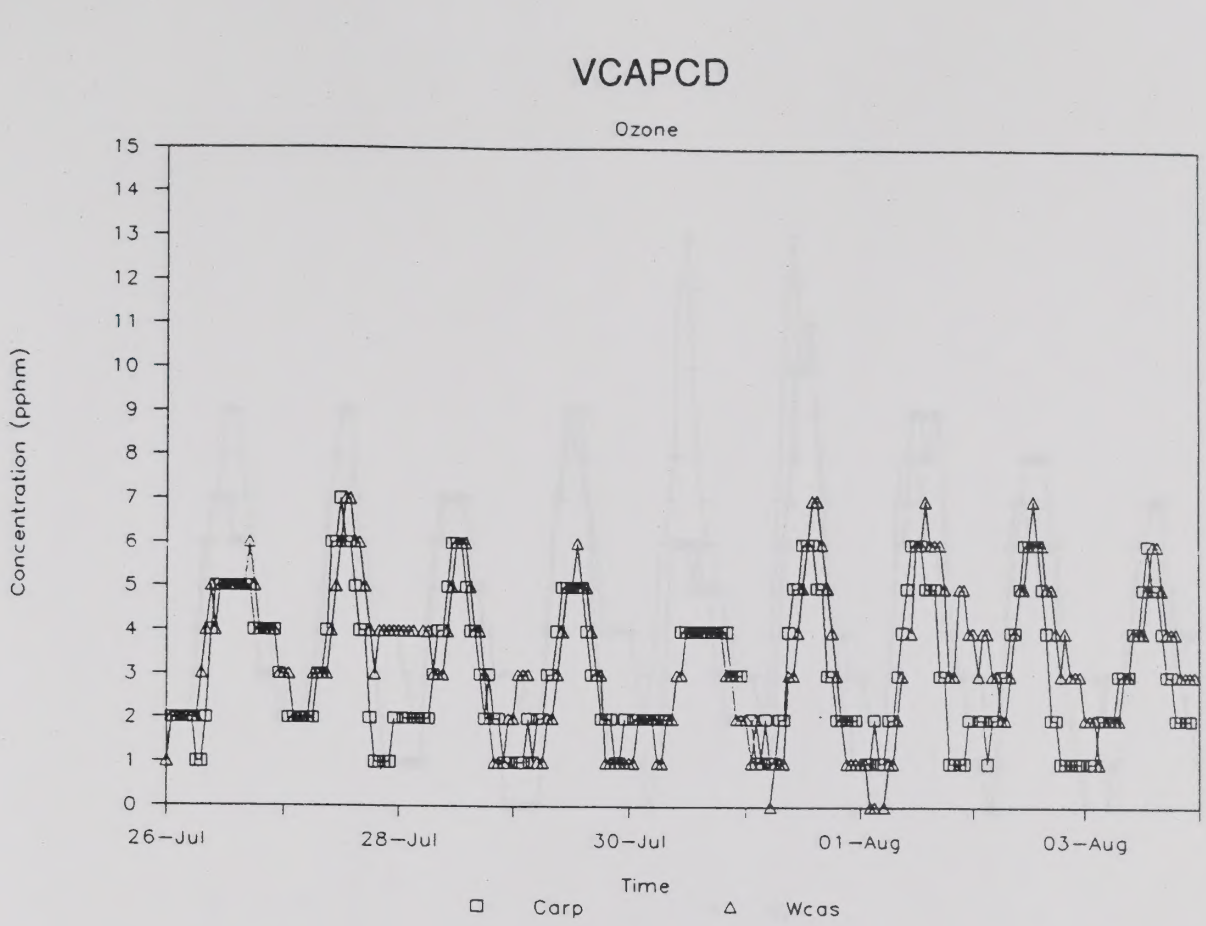


FIGURE 10. Siting study.



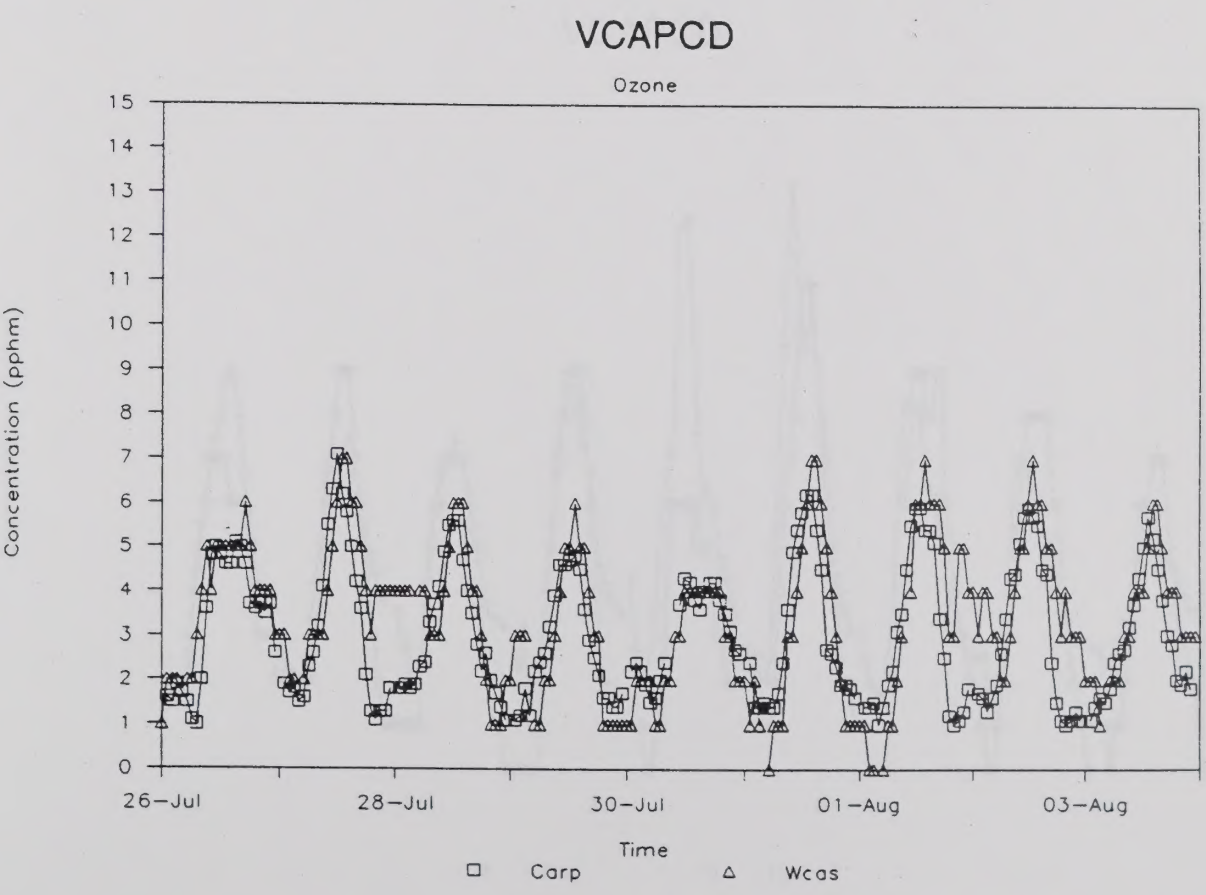
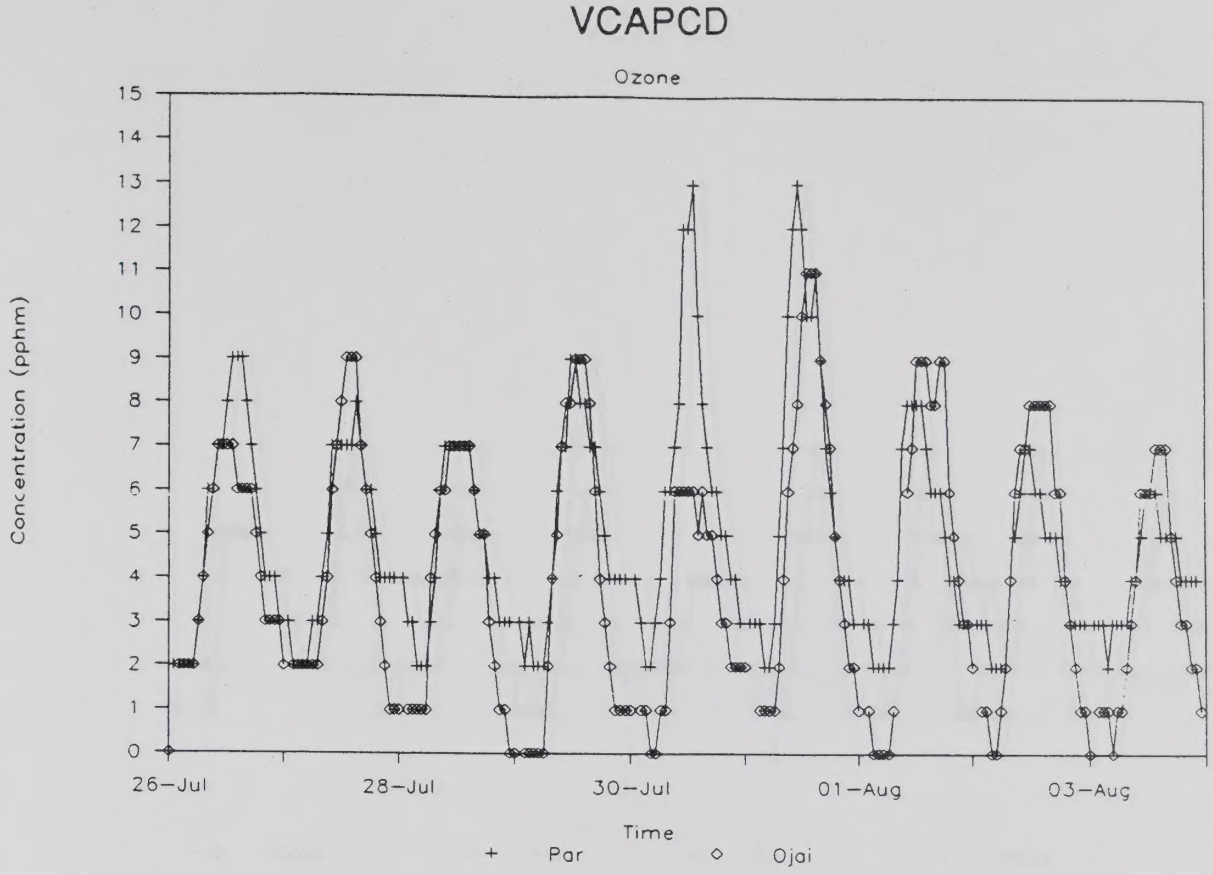


FIGURE 11. Siting study.



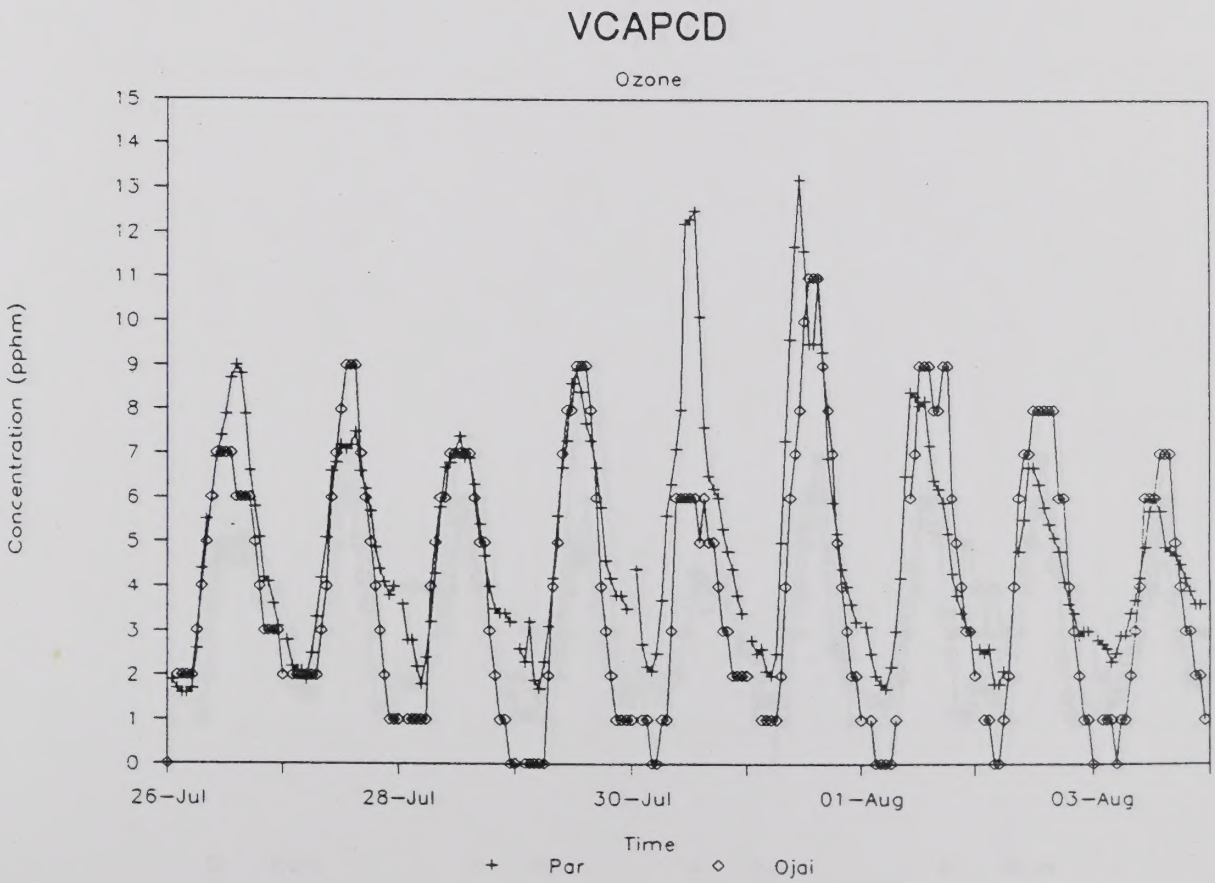
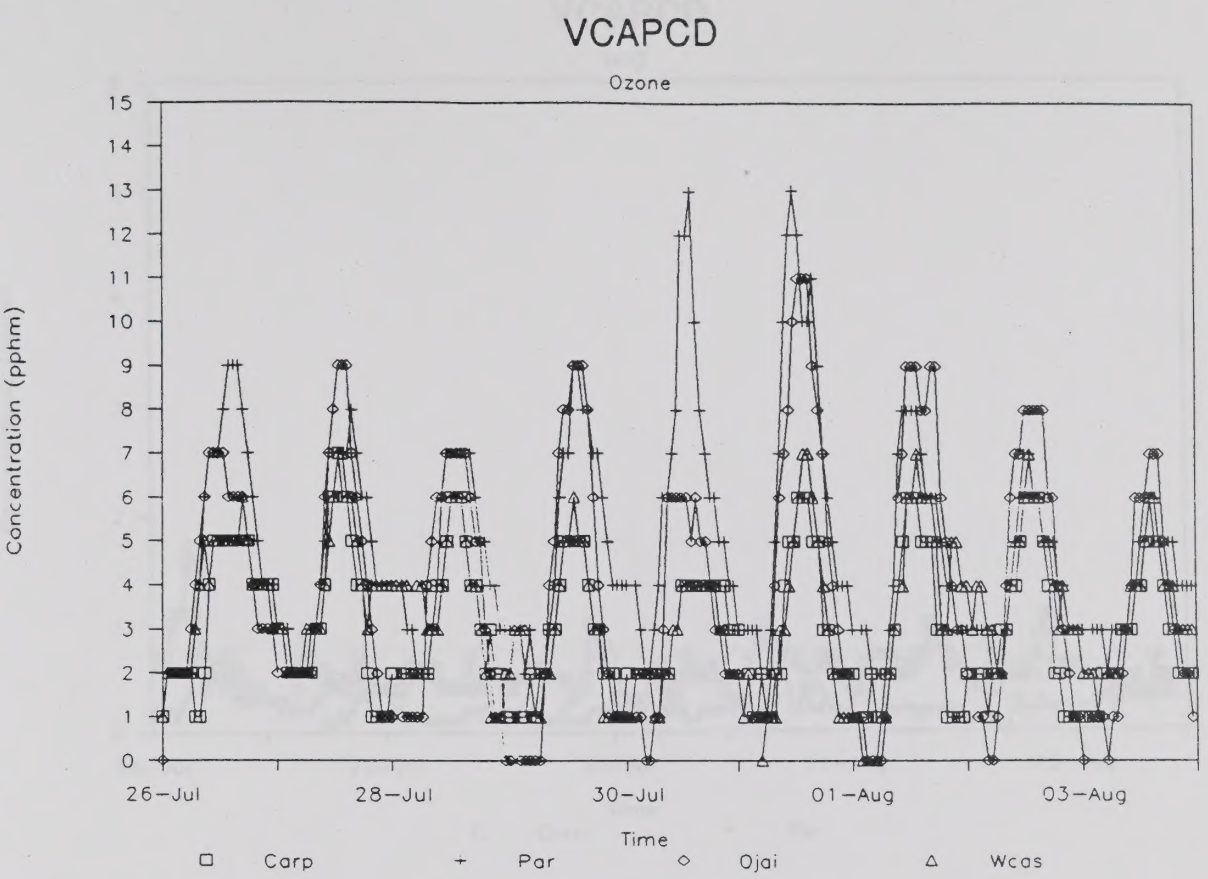


FIGURE 12. Siting study.



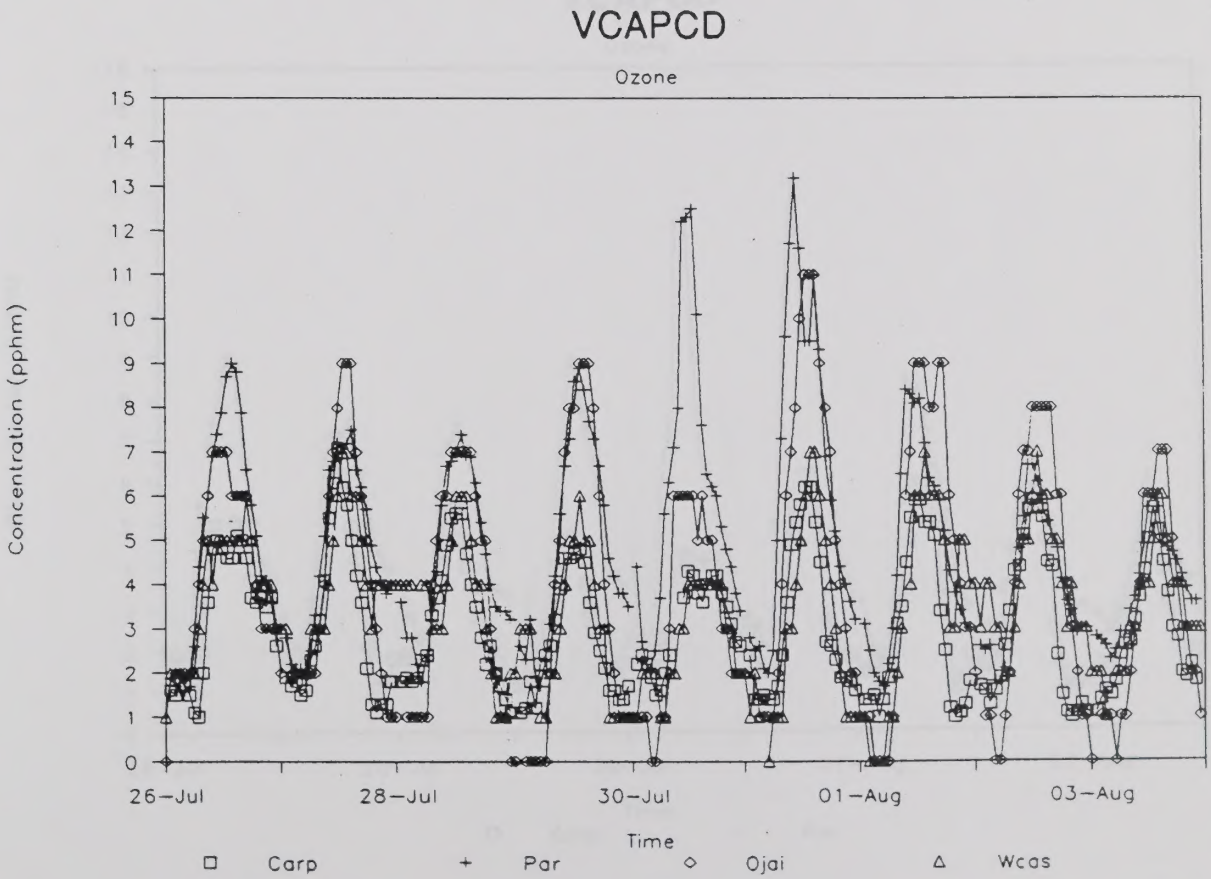
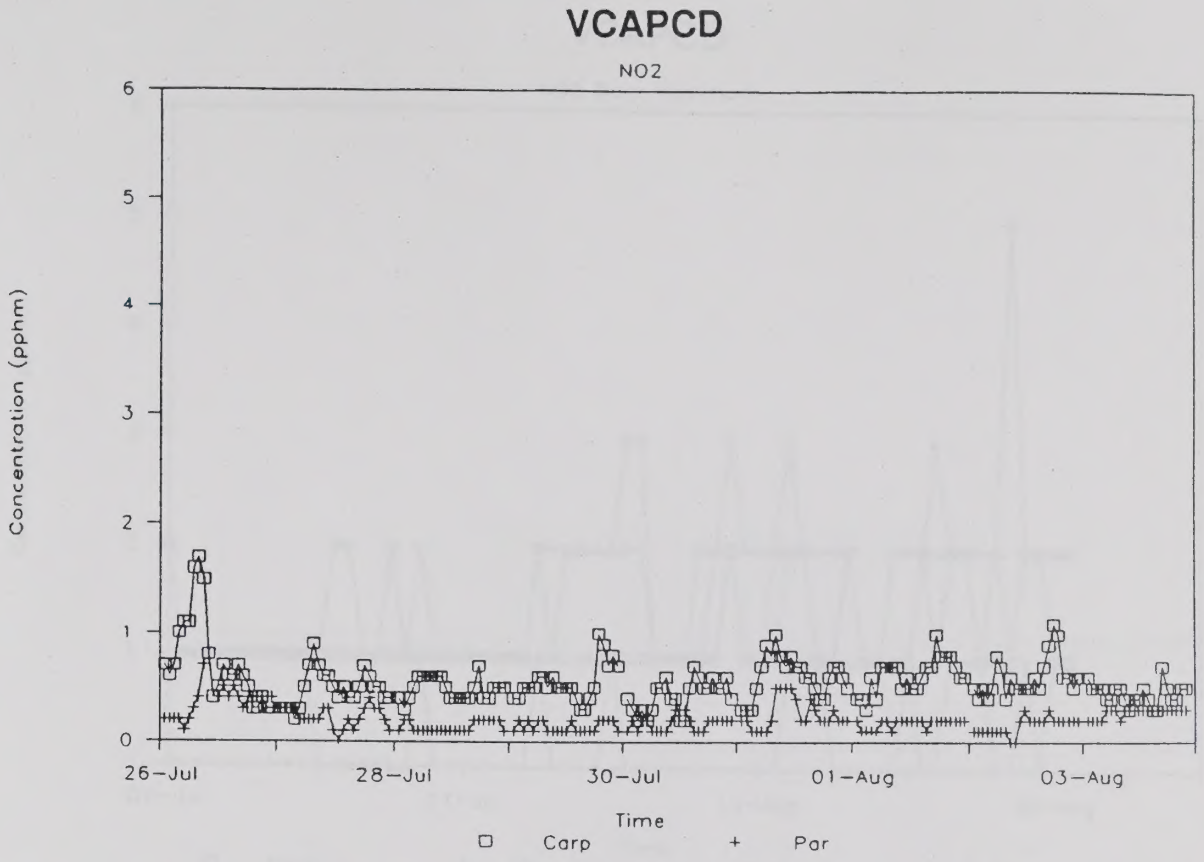


FIGURE 13. Siting study.



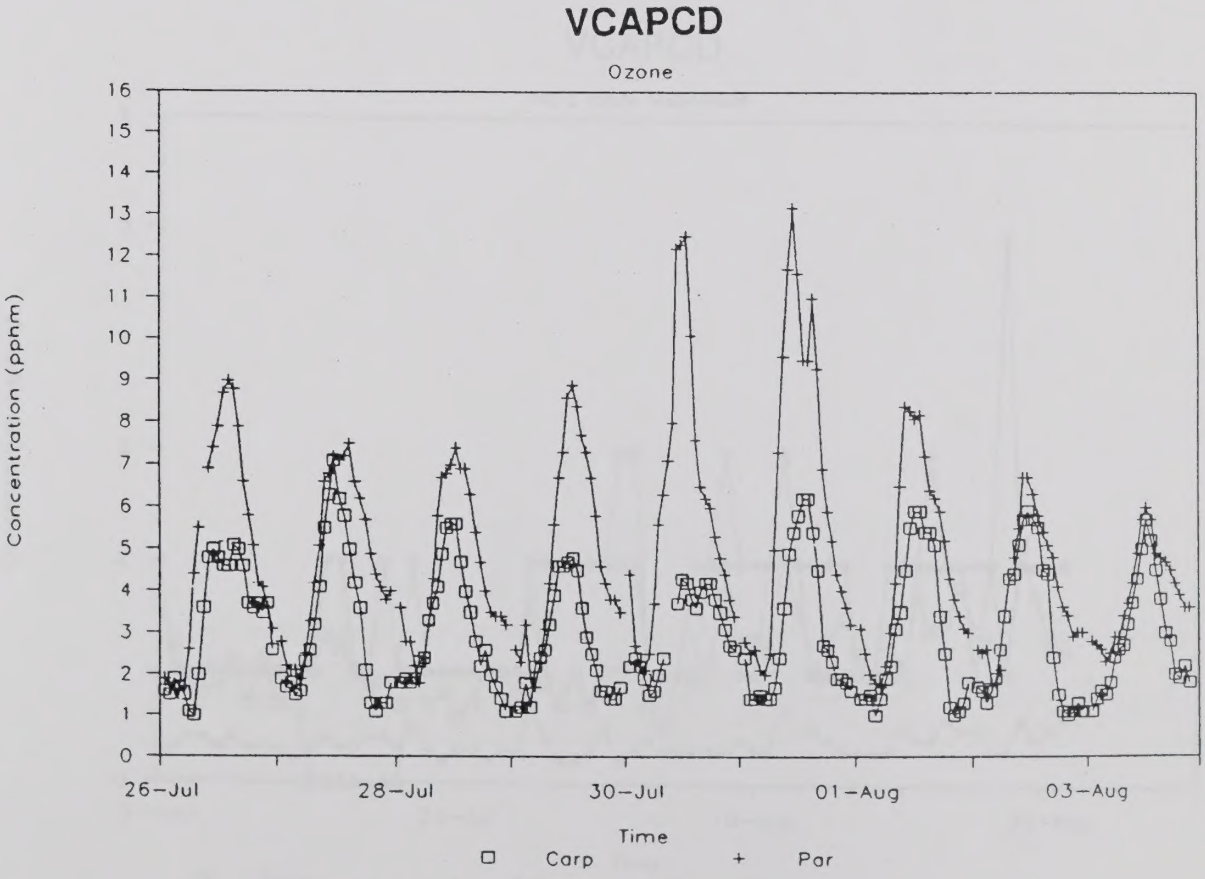
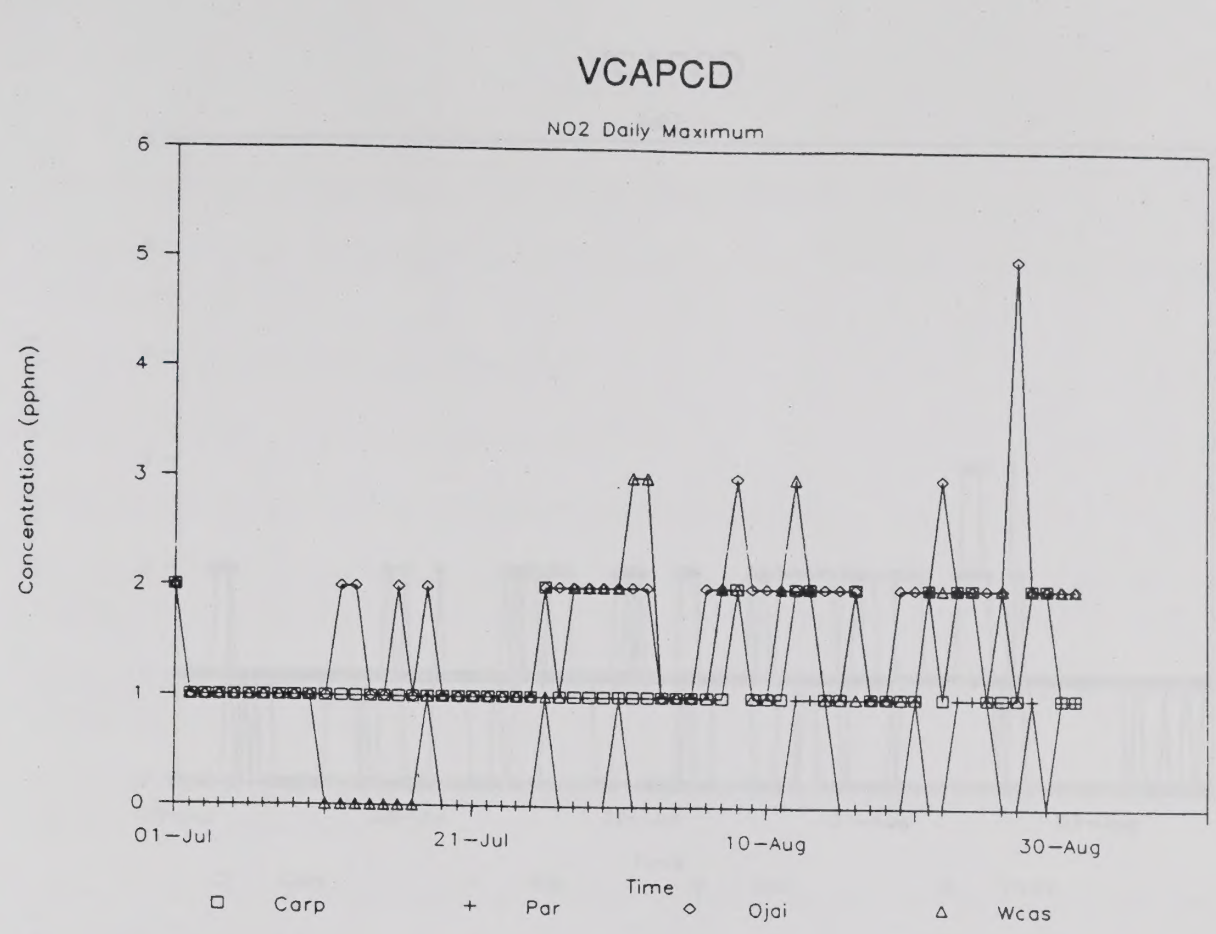


Figure 14. Siting study.



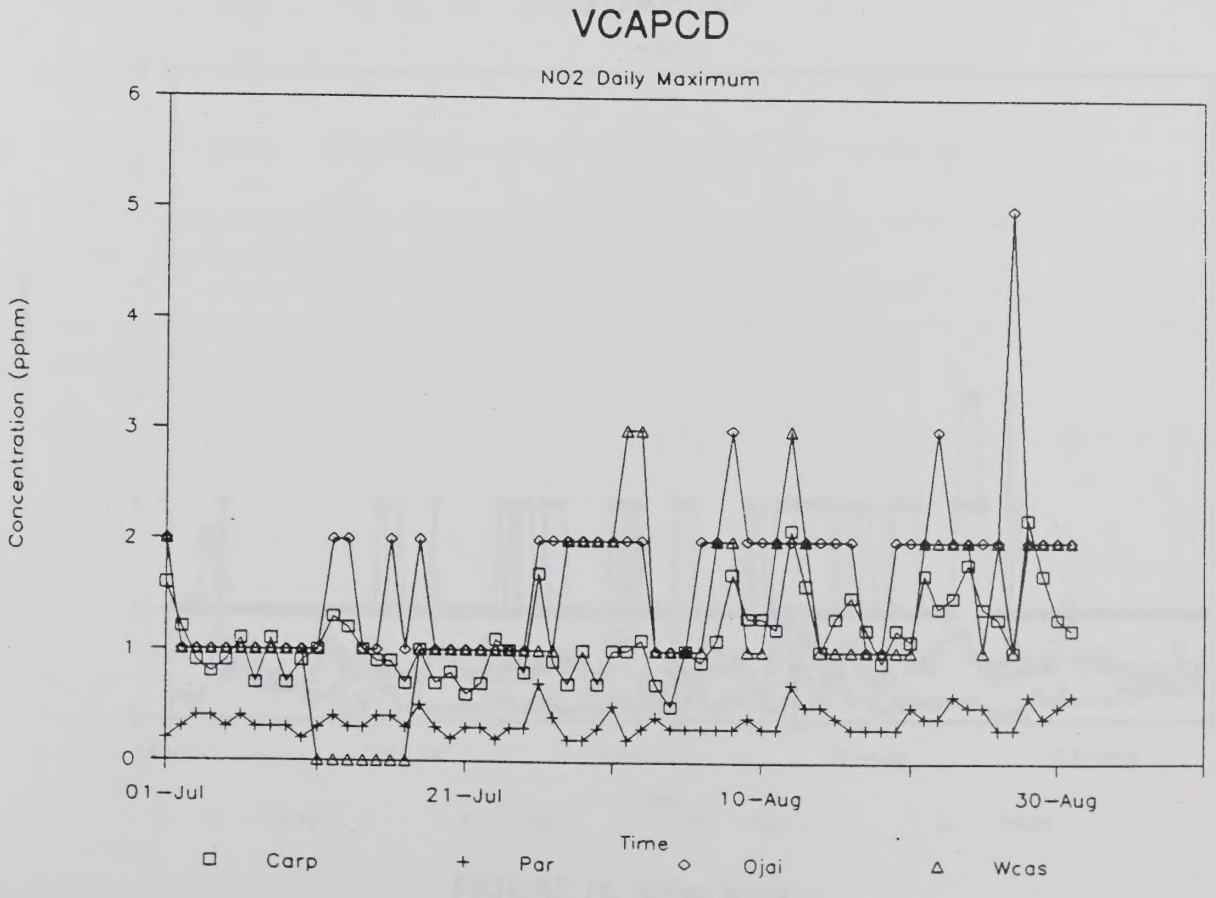
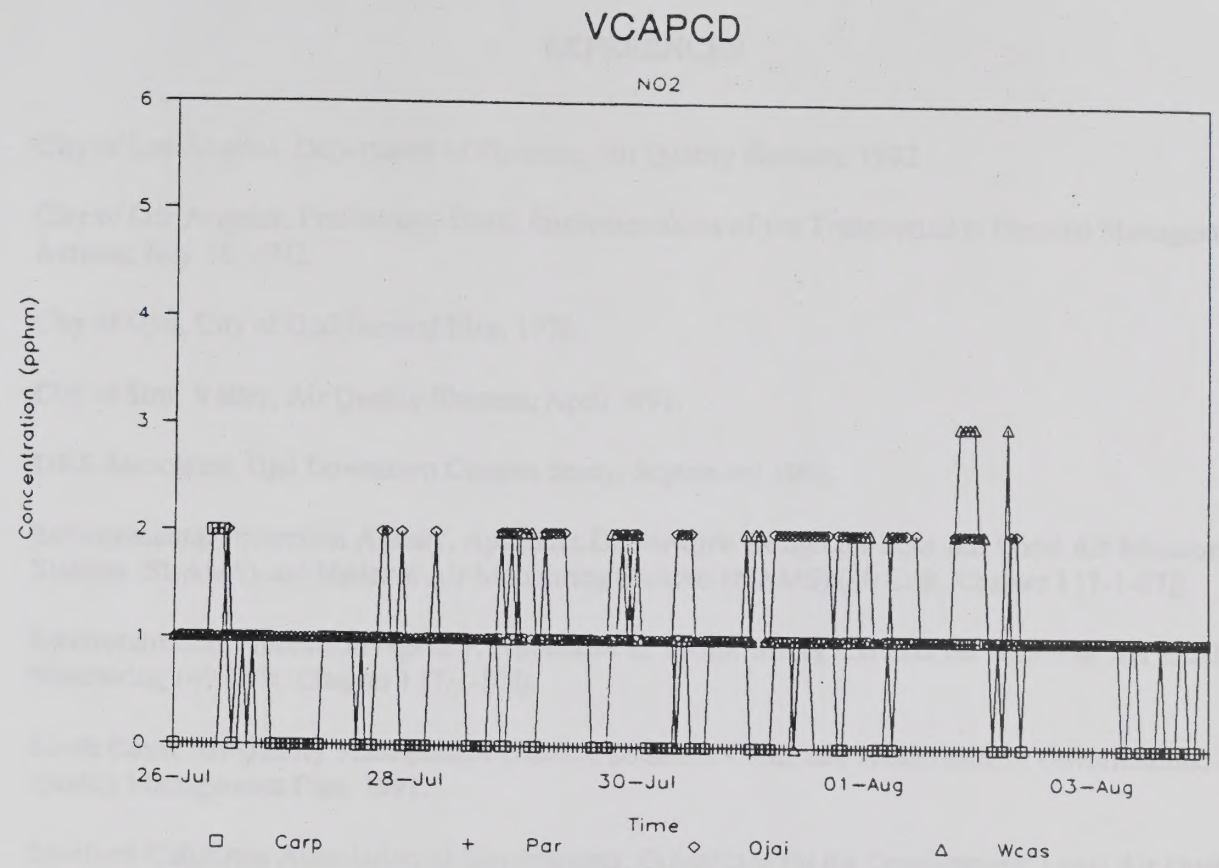


FIGURE 15. Siting study.



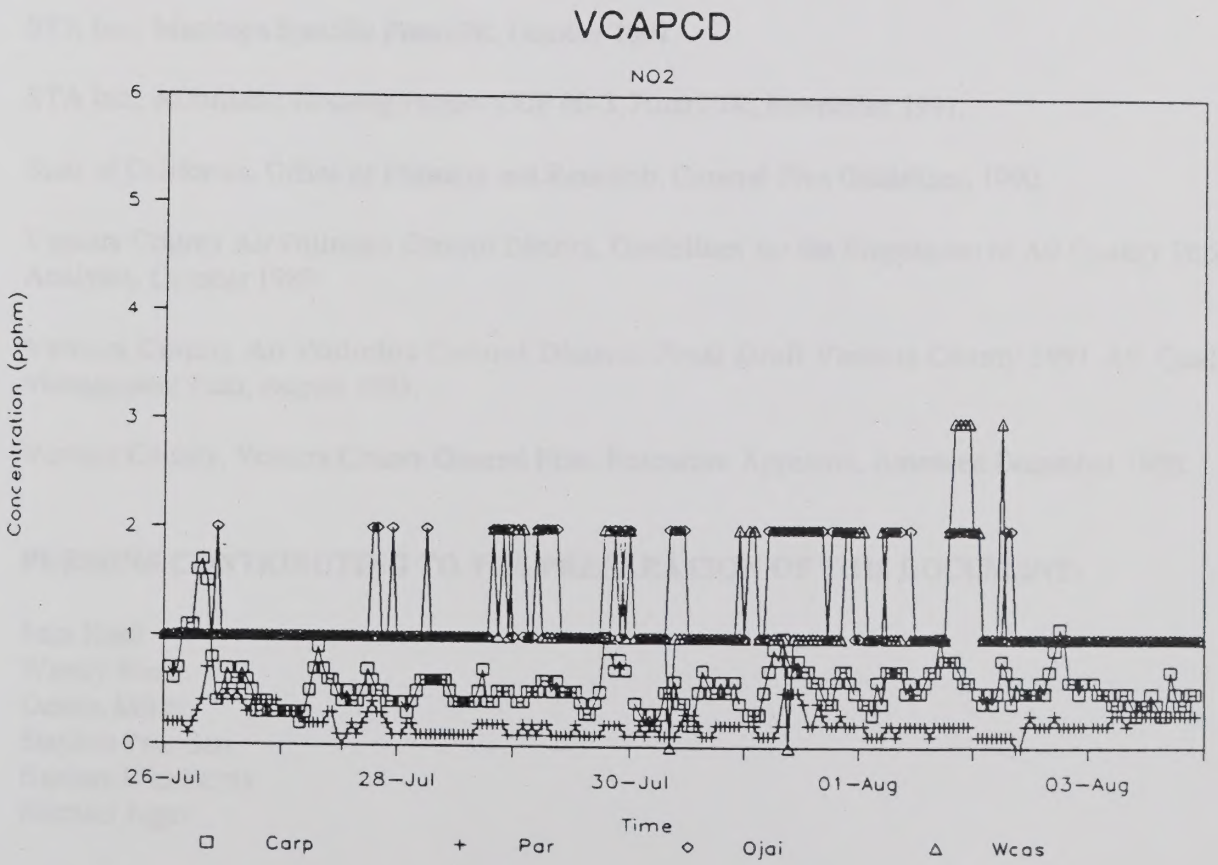


FIGURE 16. Siting study.

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92/6134

NOISE ELEMENT

FOR THE

CITY OF OJAI

ADOPTED NOVEMBER 26, 1991

NOISE ELEMENT

FOR THE

CITY OF OJAI

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FIGURE 1: CONTOUR MAP NOI-23

APPENDIX

NOISE ELEMENT

INTRODUCTION

The Noise Element of the General Plan provides a basis for comprehensive local programs to control and abate environmental noise and protect citizens from excessive exposure. The fundamental goals of the Noise Element are:

> *To provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process. In so doing the necessary groundwork will have been developed so that a community noise ordinance may be utilized to resolve noise complaints.*
>
> *To develop strategies for abating excessive noise exposure through cost-effective mitigating measures in combination with zoning, as appropriate, to avoid incompatible land uses.*
>
> *To protect those existing regions of the planning area whose noise environments are deemed acceptable and also those locations throughout the community deemed "noise sensitive".*
>
> *To utilize the definition of the community noise environment, in the form of CNEL or Ldn noise contours as provided in the Noise Element for local compliance with State Noise Insulation Standards. These standards require specified levels of outdoor to indoor noise reduction for new multi-family residential constructions in areas where the outdoor noise exposure exceeds CNEL (or Ldn) 60 dB.*

History

Since the time of the industrial revolution, the use of mechanical devices has increased dramatically. The technology has brought motor vehicles, jet aircraft, and literally thousands of labor saving implements into common usage and has, at the same time, increased both the magnitude and frequency of occurrence of man-made sound in the environment.

The need for increased attention to noise in the planning processis a consequence of this potential for continued elevation

of ambient noise levels, the spread of noise producing activities into formerly quiet areas, and heightened awareness of the impact of noise on human health and amenity. Noise affects both physiological and psychological well-being. In addition to causing hearing loss, noise interferes with activities such as communication, sleep, and thought. Noise can be a source of great annoyance for many persons and may be a contributing factor in stress-related health disorders.

Legislative Requirement

The requirement for Noise Element preparation was first codified in 1971. In 1976, the Department of Health Services issued Noise Element guidelines (Health and Safety Code Section 46050.1) followed shortly thereafter by model Noise Ordinance AB 2038's Chapter 1009, (statutes 1984). Revisions to the General Plan statutes made extensive changes to the Noise Element requirements. Generally, these revisions shortened the list of State required issues and encouraged local governments to design their own approaches to noise control. The underlying purpose of the noise element, to limit community exposure to excessive noise levels, remains unchanged.

In making city and county governments in California responsible for a Noise Element in their General Plans, the State Legislature has recognized the steady escalation of outdoor noise as a significant environmental hazard. Unlike other hazards faced by California residents, such as earthquakes or floods, noise is generated primarily by man's own activities. Considering noise in the planning process, then, is essential to controlling its impact on the community.

Specific authority for this Element of the General Plan is contained in government Code Section 65302(g), which was revised by Senate Bill 860 (Belenson, 1975). The amendment became effective January 1, 1976, and requires the following:

A noise element which shall recognize guidelines adopted by the Office of Noise Control pursuant to Section 39850.1 of the Health and Safety Code, and which quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. Such noise exposure information shall become a guideline for achieving noise compatible land use and also to provide baseline levels and noise source identification for local noise ordinance enforcement.

The sources of environmental noise considered in this analysis shall include, but are not limited to, the following:

(1) Highways and freeways.

(2) Primary arterials and major local streets.

(3) Passenger and freight on-line railroad operations and ground rapid transit systems.

(4) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.

(5) Local industrial plants, including, but not limited to, railroad classification yards.

(6) Other ground stationary noise sources identified by local agencies as contributory to the community noise environment.

Noise exposure information shall be presented in terms of noise contours expressed in community noise equivalent level (CNEL) or day-night average (Ldn). CNEL means the average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 pm to 10 pm and after additions of 10 decibels to sound levels in the night before 7 am and after 10 pm. Ldn means the average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night before 7 am and after 10 pm.

The contours shall be shown in minimum increments of 5 dB and shall continue down to 60 dB. For areas deemed noise sensitive, including, but not limited to, areas containing schools, hospitals, rest homes, long-term medical or mental care facilities, or any other local land use areas deemed noise sensitive by the local jurisdiction, the noise exposure shall be determined by monitoring.

A part of the noise element shall also include the preparation of a community noise exposure inventory, current and projected, which identifies the number of persons exposed to various levels of noise throughout the community.

The noise element shall also recommend mitigating measures and possible solutions to existing and foreseeable noise problems.

The state, local, or private agency responsible for the construction, maintenance, or operation of those transportation, industrial or other commercial facilities specified in paragraph 2 of this subdivision shall provide to the local agency producing the general plan, specific data relating to current and projected levels of activity and a detailed methodology for the development of noise contours given this supplied data, or they shall provide noise contours as specified in the foregoing statements.

It shall be the responsibility of the local agency preparing the general plan to specify the manner in which the noise element will be integrated into the city or county's zoning plan and tied to the land use and circulation elements and to the local noise ordinance. The noise element, once adopted, shall also become the guideline for determining compliance with the State's Noise Insulation Standards, as contained in Section 1092 of Title 25 of the California Administrative Code.

As a mandated part of the General Plan, the Noise Element is intended to serve as the local governments guide to public and private development matters related to outdoor noise. The basic goal of the Element is to outline a comprehensive plan to achieve and maintain a noise environment that is compatible with a variety of human activities in different land uses. To achieve this goal, the element provides a quantitative estimate of noise exposures, land use noise standards, and policies and implementation for controlling noise. This information is intended for use in conjunction with other adopted policies of the General Plan, particularly those of the Circulation, Land Use, and Housing Elements.

Relationship to Other General Plan Elements

The Noise Element is one of the more technical elements of the General Plan. However, the approach of this report is to present discussions of noise primarily in qualitative form for the lay-person to easily comprehend. Those wishing a more detailed technical explanation are referred to the Technical Report performed by Walker, Celano and Associates in Appendix B.

Circulation Element

The principle noise sources evaluated in the element are transportation noise sources, which are road, rail, and air traffic. Noise generated by these sources depends primarily on the number and type of vehicles in operation as planned for in the Circulation Element. The noise element affects the Circulation Element by suggesting that noise evaluation be included in the analysis of location and design alterations for new roadways.

Land Use

Inseparable from the circulation considerations in the General Plan are the locations, types and densities of land uses throughout the City. The locations of circulation routes in relation to different land uses can be a major determining factor of noise exposure. It is important that consideration be given in the Land Use Element to separating the most sensitive land uses from the sources of high noise levels. Land use noise

standards are recommended as a part of this Element to assist in these considerations.

Housing Element

The Housing Element is related to the Noise Element in that both the location and insulation requirements of housing are, in part, determined by noise exposures. The Housing Element is concerned with the provision of adequate housing of acceptable quality, and noise exposure is an important factor affecting the quality of housing. The Noise Element recommends design standards for new housing in high noise impact areas. This will affect the cost and, in some instances, the location of new or rehabilitated housing.

Conservation Element

The Conservation Element identifies passive areas such as open space along creek beds, where low noise levels should be maintained.

General Definitions

The following is not intended as a comprehensive glossary of acoustic terminology, but will provide, in approximately logical order, information sufficient to allow a lay person to better understand the technical language in the document.

On a most fundamental level, sound is described by:

Sound Pressure Amplitude - the actual pressure or force per unit area of the sound. The amplitude of the faintest discernible sound is approximately 1/5,000,000,000 of a standard atmosphere (14.7 pounds per square inch). The standard reference pressure, which corresponds approximately to the minimum discernible sound pressure, is 20 micropascals. The amplitude of the highest reasonably tolerable sound is approximately 1 million times this minimum discernible value. The subjective manifestation of amplitude is loudness, but this is dependent upon other factors as well. The human ear acts as a signal compressor, with a factor of 3 in amplitude resulting in a factor of only 2 in perception of loudness.

Sound Frequency - the rate at which the sound pressure fluctuates between values above and below the static pressure, in cycles per second. The unit Hertz (Hz) is defined as one cycle per second. Subjectively, frequency defines pitch. One octave of pitch corresponds to a 2 to 1 ratio of frequencies, and "middle C" is approximately 256 Hz. The normal range of human hearing is nominally 20 Hz to 20,000 Hz, but, particularly at low

frequencies, this is very dependent upon the amplitude of the sound.

Decibel (dB) - A unit division on a logarithmic scale whose base is the tenth root of ten, used to represent ratios of quantities proportional to power. In simple terms, if the power is multiplied by a factor of ten, then ten is added to the representation of the power on the decibel scale. If 0 dB represents 1 unit of power, 60 dB represents one million units, etc.

Level - Sound amplitudes are more conveniently described on a decibel scale. A pressure amplitude ratio of 10 corresponds to a level difference of 20 dB. By using 0 dB to represent a sound pressure amplitude of 28.3 micropascals or 20 micropascals rms, the range of normally dealt-with sound amplitudes covers the level range 0 to 120 dB.

Sound Pressure Level (SPL - dB) - The ratio, in decibels, of the mean squared sound pressure to the square of the reference pressure, 20 micropascals.

A-weighted Sound Level (FAL or SAL - dB) - Sound pressure level in decibels measured by use of the A frequency weighting and the fast or slow exponential time averaging. The A-weighting filter discriminates against low and very high frequencies in a manner similar to the human hearing mechanism at moderate sound levels. The fast exponential has an averaging time of 1/8 second. The slow exponential has an averaging time of one second.

Time Average Sound Level (L_{eqT} - dB) - The level, in decibels, of the mean squared sound pressure averaged over time period T. This is often referred to as "equivalent sound level" and hence the "eq" subscript. The "equivalence" is to a sound of constant level which has the same total acoustic energy content.

Sound Level Meter - An instrument consisting of a microphone, amplifiers, display device (meter or numerical) and frequency weighting networks, meeting appropriate performance specifications, for the purpose of determination of sound levels. For measurement of time-average sound levels (L_{eq}), an integrating sound level meter is required. This employs a special metering circuit which weights equally all sounds occurring within the measurement period. In a standard sound level meter, only events which occurred within the past approximately one second (or 1/8-second depending upon the meter setting) of the reading are included in the result. Some meters are capable of performing both functions simultaneously.

Ambient Noise - The noise which results from the combination of

all sources, near and far. The ambient noise level is expressed as L_{eqT} or CNEL as judged appropriate to the situation.

Background Noise - The steady noise level which characterizes a given environment in the absence of transient sources. The background noise is usually expressed as L_{90}, the noise level which is exceeded 90% of the specified time period.

Intrusive Noise - Noise from an identifiable source which causes a discernible change in the existing acoustic environment. Noises can be intrusive by virtue of excessive overall level, or as the result of unusual spectral or temporal characteristics.

Noise Contour - A line on a map which indicates locations of constant ambient sound level near or around known sources of noise. In practice, noise contours are often shown as calculated for the dominant source of noise only.

NOISE EXPOSURE

Effects of Noise

Noise may have a variety of consequences for physical, mental, or social well-being. For discussion, these effects are categorized as either auditory of non-auditory. Auditory effects of noise include hearing loss and interference with communication. Non-auditory effects include physiological reactions, interference with sleep, adverse affects on human performance, and annoyance.

Auditory Effects

Hearing Loss: Permanent hearing loss is, so far as is presently known, the most severe effect of noise upon health. While noise-induced hearing loss was once associated primarily with certain industrial situation, increasing numbers of people in urban areas are presently exposed to ambient noise levels which over long periods of exposure will cause significant hearing impairment. Even where daily exposure to general community noise does not in itself pose a distinct hazard to hearing, it may still contribute to hearing loss. Community noise may prevent the person who works in a high noise situation from receiving enough quiet while off the job to allow the ears to recuperate from temporary hearing loss experienced on the job.

Speech Communication: Interference with the ability to hear and understand speech communication is one of the more common experiences of noise intrusion. In a highly developed society, much value is placed on verbal exchange. Noise can reduce the amount and quality of this interaction. Normal conversation speech in the range of 60 to 65 dB and any noise in this range or louder may interfere with speech.

The impact of noise on speech communication can be evaluated in terms of speech intelligibility requirements. Speech intelligibility is measured in terms of the percentage of key word in a group of sentences that can be correctly understood. As noise level increases, the percentage of words understood will decrease, unless the people communicating move closer together or raise their voices. One hundred percent intelligibility is not necessary for satisfactory communication in all situations. Most people can correctly infer the content of a sentence even though one or more words may not have been heard. Once intelligibility drops below about 90 percent, however, conversation becomes strained.

Non-Auditory Effects

Physiological Reactions: In addition to hearing loss, a number of other physiological responses to noise have been documented.

Changes in cardiovascular blood pressure and blood volume, breathing rate, pulse rate, and endocrine gland secretions have all been observed to result from exposure to noise. These non-auditory effects distinguish physiologically from responses that occur in emotional states of fear or anger. They usually take place without conscious knowledge of their occurrence.

It is not yet clear whether these physiological responses are associated with the onset or prolongation of any disease in humans. Noise has been cited as a contributing factor to the development of peptic ulcers, hypertension, colitis, migraine headaches and other disorders; but a causal link between noise exposure and non-auditory disease has not been established with certainty.

Sleep Interference: From everyday experience as well as laboratory research, it is evident that noise interferes with sleep. In addition to awakening a person, or preventing the person from falling asleep, noise can shift the stage of sleep from a deep, restful stage to a lighter one. In laboratory tests this is observed as a change in brain-wave pattern of a sleeping subject. The significance of these shifts in stage of sleep to a person's long-term well-being has not been established.

Disruption of sleep can occur at sound levels as low as 35 dB, but there is a great deal of variability in response among individuals. Some people awaken consistently when exposed to rather low level noise while others practically never awaken, even at levels up to 75 dB. A number of factors influence the degree to which noise may interfere with sleep. Impulsive or fluctuating noise is more disruptive than steady-state noise. Familiarity with the noise may reduce its ability to awaken, but there is no clear evidence that the quality of sleep is unaffected.

Because of the number of variables involved, it has been difficult to establish a quantitative relationship between noise exposure and sleep interference. In light of present knowledge, however, researchers recommend that noise levels inside dwellings not exceed 35-40 dB for satisfactory sleeping conditions.

Physical and Mental Performance: Noise levels found in certain industrial situations are known to adversely affect the ability to perform physical tasks, even when the task requires little mental concentration. For a familiar, steady-state noise this is generally true only when the noise exceeds 90 dB. Irregular or unfamiliar bursts of noise can affect work efficiency at lower noise levels. Usually, the total quantity of work performed will not decrease, but the number of errors made will increase. Any task requiring the use of speech or other auditory signals will be subject to noise interference.

The ability to perform mental tasks such as reading, problem solving, or writing is also impaired by a noisy environment. As with sleep interference, there is a great deal of variability in individuals' responses. The degree of distraction, or interference with concentration, is related to the person's state of motivation, morale, stress, and fatigue, as well as characteristics of the noise such as intensity, pitch, impulsiveness, and information content. Complex or demanding tasks are more likely to be disrupted by noise than are simple assignments.

Annoyance: Annoyance is considered here to mean feelings of displeasure or resentment associated with the experience of noise, either because the noise is judged unpleasant or because the noise disrupts some ongoing activity. Annoyance is partly a psychological response to noise and partly a sociological response. Attitudes or values prevalent in a particular community can influence an individual's evaluation of noise.

Annoyance is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be unbearable to another of equal capability.

Seasonal Effects on the Acoustical Environment

Weather conditions affect sound generation, sound propagation and conditions at potential sound reception points. In the most obvious sense, wet weather causes a significant increase in tire noise from roadways, and indeed, full rain generates considerable noise as it strikes roofs and other surfaces. No effort has been made to quantify these effects, as they are so unpredictably variable with details of the local surroundings.

A more subtle effect would be the tendency of residents to keep windows open for ventilation in times of warm weather. This, again would be quite variable, as homes in warm areas are more commonly air conditioned, producing perhaps just the opposite effect.

Quantitatively, with "typical" sized windows and normal residential construction, the difference between outdoor noise levels and indoor noise levels is approximately 10 dB when windows are open and 20-25 dB when windows are closed. This was demonstrated by measurements taken at Whispering Oaks as part of the Technical Appendix. To allow windows to be kept open at residents' discretion without causing excessive indoor noise pollution, the Noise Element has recommended 55 dB exterior noise guideline.

The most commonly considered effect of weather on noise levels is the effect on sound propagation over long distances as specific atmospheric parameters vary. The important parameters are: wind profile and direction, temperature and temperature profile, humidity. These will be discussed in the following paragraphs.

Sound Propagation in the Atmosphere

In an idealized atmosphere, sound travels at the same speed in all directions and loses no energy to the air. In this case, we say that sound levels decrease by 6 decibels (dB) for each doubling of the distance between the sound source element and the receiver. This is because for each doubling of distance, the radiated sound power is distributed over four times the area, and a power ratio of one-quarter is equal to -6 on the dB scale.

Wind:

In a real atmosphere, the air is moving at different speeds, at different elevations and locations. The effective speed of sound is higher in the direction of the wind and lower in the direction against the wind. As sound propagates from areas of lower to higher effective sound speed, the "direction" of propagation is bent or "refracted" toward the regions of lower speed. Thus, in a typical windy environment, where the wind speed is lower near the ground than aloft, noise levels are accentuated in the direction of the wind and greatly attenuated in the direction against the wind. This is not the result of the wind "pushing" the sound energy in its direction (a small effect, since sound travels 700 mph in still air!), but rather because sound which started propagating upwards is refracted down to add with sound which would have reached the receiver anyway. In the most extreme case, the spherical model used for analysis in the ideal atmosphere is transformed to a quasi-cylindrical model, in which levels drop at a -3 dB per distance doubling rate. In this case, the far-field noise level from a source which produces a 75 dB at 50 ft. would be increased by the wind gradient refraction from 35 dB to 55 dB at a distance of one mile. Effects of this magnitude are rare, since the structure of the wind gradient is seldom sufficiently stable over an extended enough region. Winds of sufficient strength to produce significant increases in propagation are usually sources of noise themselves.

In the up-wind direction, however, the so-called shadow zone created by upward refraction of sound (recall that in the upwind direction, the effective sound speed decreases with height) can result in noise levels many tens of dB lower than would occur in neutral conditions. This is an important consideration for noise surveys and enforcement measurements, particularly if the source is more than 100-200 ft. from the reception point.

Temperature Profile:

The speed of sound in air is proportional to the square root of the absolute temperature. Therefore, as for the wind profile, sound will be refracted from regions of high temperature toward those of lower temperature. On a sunny day, the temperature decreases with distance from the ground (a so-called lapse condition). This causes sound to be refracted upward, causing formation of shadow zones near the ground in all directions and potentially increasing noise levels at hillside or other elevated locations.

In the late evening following a warm day, conditions can reverse, forming an atmospheric layer (inversion) within a few hundred feet of ground where the temperature increases with elevation. In this case, acoustic energy is partially trapped near the ground and the rate of attenuation is significantly reduced, similar to the down-wind condition.

Temperature and Humidity:

The air in the atmosphere converts a small percentage of acoustical energy into heat energy by three mechanisms: heat conduction, viscosity and molecular absorption. The first two effects are minuscule, and of no significance relative to community noise issues. The third effect can result in several dB per thousand feet excess attenuation at high frequencies. The degree of absorption depends upon the relationship of the sound frequency and the characteristic time constant for excitation of internal vibrations in nitrogen and (more importantly) oxygen molecules.

The time constant is strongly dependent upon the amount of water vapor in the atmosphere, and is secondarily dependent upon the temperature. Without reference to detail, it turns out that relatively dry air (20-35% relative humidity) has the greatest absorption. Very dry air and humid air have low absorption. Normally, these differences are of significance only for sounds of frequency 2 kHz or above, but at large distances (1000 ft. or more) they technically should not be ignored.

Overall Effect:

In the built environment, the effect on sound propagation of structures, terrain and vegetation usually is greater than atmospheric irregularities. However, for hillside residences or other receivers which are located in remote areas at significant distances from major noise sources, noise levels can be expected to be higher than predicted from inverse square law propagation (6 dB per distance doubling) when atmospheric inversions and stable winds are present.

Catalog of Noise Sources

This section contains a detailed description of the current noise environment within the City of Ojai. This information is from the Technical Report prepared by Walker, Celano and Associates which is included in the Appendix of this Noise Element.

The predominant land use in the City is residential. Residential land uses should therefore be considered the most noise sensitive in Ojai. Other noise sensitive land uses include schools, hospitals, museums, convalescent homes, libraries, and parks. Maintenance of a relatively quiet ambiance is important in maintaining the overall atmosphere of the area.

The rural environment and lack of either a railroad or airport in the vicinity create a considerably quiet noise environment. The primary source of noise affecting the City of Ojai is motor vehicle traffic. CNEL Contours were computed for all roadways carrying traffic flows of 2000 Average Daily Trips (ADT) or greater. Because it was observed that the day-evening-night distribution of traffic in Ojai is not typical per usual traffic models, the distributions from the November, 1989 count were used to determine CNEL weighting factors. FHWA RD77 and CALVENO noise emission models were used as a base line, but were modified to agree with measured data.

The second source of noise is the industrial area on Bryant Street and Bryant Circle. At the present time, the main source is a precipitator atop the roof of the ITI facility near the northerly end of South Bryant Street. The Bryant Circle Industrial area is located at the east end of the City. The existing land uses in thisindustrial park are currently not significant noise generating sources. However, the future buildout of the Bryant Street area, which abuts a quiet residential area to the south and west, could pose potential noise impact conflicts.

Additional noise sources identified by the City as sources of community complaints were:

Gasoline powered leaf blowers. Measurements were obtained for one of these devices being operated in the Ojai Valley Hospital parking lot.

Street sweepers, Jackhammers, Chain Saws, representative of transitory mechanical sources. Street sweepers and trash pickup trucks are represented in some of the measurement data.

Air Conditioners, Ventilation equipment noise was measured at Ojai Valley Hospital and at the Acacias.

Crowing Roosters and Peacocks.

Barking Dogs.

Recreational Activities at Sarzotti Park and Nordoff High School Athletic Field.

Concerts and other entertainment functions at Libbey Park Bowl.

Catalog of Noise Sensitive Receptors

Ojai is primarily a residential community. Except for the main commercial corridor along Ojai Avenue and the industrial area on Bryant Street, essentially all roadways affect residential uses to some extent. Specific Noise Sensitive Receptors are as follows:

Residences on the west side of Highway 150/33 south of the Maricopa Highway/Ojai Avenue Intersection. This area was judged to have the highest noise impact potential in the City, due to the high traffic flow and proximity to the roadway.

Ojai Valley Hospital, located on the north side of Maricopa Highway.

Nordoff High School, located on the south side of Maricopa Highway.

Matilija Junior High School and Ojai Valley (private) School, located adjacent to one another on the north side of Ojai Avenue west of Country Club Drive.

Topa Topa Kindergarten, located on the east side of Montgomery Street at Aliso Street.

Whispering Oaks Senior housing, located on the south side of Ojai Avenue east of downtown.

Acacias convalescent hospital, located on the southwest corner of Grand Avenue and Montgomery Street.

Libbey Park, on the south side of Ojai Avenue opposite the central commercial area.

Ojai Library, located on the southeast corner of Ojai Avenue and Ventura Street.

Ojai Museum, located on the west side of South Montgomery Street.

Ojai Art Center, located directly south of the museum on Montgomery Street.

Clausen's Funeral Home, located on the northwest corner of North Montgomery and East Matilija.

Mim's Manor Convalescent Hospital, located on the north side of Eucalyptus Street.

Mountain Vista Manor Convalescent Hospital, located on the north side of east Oak Street.

Grey Gables residential care facility, located on the northwest corner of North Montgomery and Grand Avenue.

Future and Existing Acoustical Environment

The California Environmental Quality Act (CEQA) requires that noise contours be drawn on a City map for all significant noise sources in the community. However, noise contours as calculated from available modeling programs have meaning only in areas where essentially unobstructed sound transmission is possible. In Ojai, there are few locations where this situation exists, most notably along the Maricopa Highway between Nordoff High School and El Roblar Drive. In most other areas, roadways are flanked by existing structures. Reflections from the structures cause noise levels between them and roads to be higher than predicted, generally by 1 to 3 dB. Shielding by the structures causes noise levels behind them to be lower than predicted by 3 to 10 dB.

For this Element, graphical noise contours were calculated based on the actual roadway geometry presented on a 600 ft. per inch map provided by Public Works. The two or four lanes of each road were divided into 25 ft. long segments. Each segment was treated as a point source of sound, the strength of which was determined based on the ADT, speed, temporal distribution and truck mixture traffic. FHWA RD-77 and CALVENO models were used to represent individual vehicle noise emissions. Sound from all roadway segments affecting a given contouring area were combined in a computer model which logically traces the noise contour around the roadway grid. Propagation is based on spherical wave spreading (-6 dB per distance doubling) plus 1.5 dB per 1000 ft.

atmospheric and ground absorption. The contour points were then stored on magnetic disk files for subsequent plotting in CAD (computer aided drawing) program.
The results of these contour calculations are shown at 1" = 2000' on the contour map on the last page. They have also been plotted at 1" = 600' on a City Street and Parcel Map and at a 1" = 400' on the City Zoning Map. It must be noted that the contours presented on the maps are approximate, and are intended to provide an overview of the acoustical environment. Detailed assessments of noise at specific locations will vary, based on local topographical conditions, existing structures, roadway conditions, driver habits, etc.

Results of noise measurements and computations indicate the following general characteristics of the Ojai acoustical environment:

Daytime noise in most areas of the City is dominated by automobile traffic.

Nighttime noise is very low, due to the near disappearance of traffic from local streets after around 10 pm. Along Ventura Avenue, noise continues to be dominated by traffic. At other locations, crickets and other insects are the significant night-time noise source.

Overall, the characteristic noise levels are approximately:

50-55 dB daytime, 35-40 dB nighttime in side-street areas

58-62 dB daytime, 40-50 dB nighttime along Ojai Avenue, south of the "Y", and Maricopa Highway

67-69 dB daytime, 53-60 dB nighttime along Ventura Avenue

Background noise levels late at night are 20-25 dB in absence of insect noise, 35-45 dB in close proximity to active crickets.

Individual noise sources which intrude on the general acoustical environment were observed to be:

Trash pickup trucks

Barking Dogs

Ventilation and other electrical and mechanical equipment

Street sweeper

Individual automobiles and pickup trucks with excessively noisy exhaust systems, loud " boom-box" sound systems and/or unnecessarily noisy "off-road" type tires

Mechanical equipment from the an industrial facility on Bryant Street

NOISE CONTROL

A common approach to mitigating noise impacts is through the use of setbacks. This approach may be more desirable for the City of Ojai due to its low volume roadways and the desire to avoid a "walled in" look. The setback approach simply requires that the homes or noise sensitive uses be setback away from the roadway at a distance great enough so that they are outside the noise impact zone. The setback area is landscaped. The landscaping actually provides very little noise reduction, however, residents seem to become less aware of the noise probably because they can not see or have an obstructed view of the road.

As previously discussed, the sources of noise in Ojai can be divided into two basic categories, transportation sources (primary traffic) and non-transportation sources. Local agencies have the responsibility to control the noise from the source, such as vehicle noise emission levels and enforcing the speed regulations to reduce vehicle noise.

The most effective method the City has to mitigate transportation noise is through reducing the impact of the noise onto the community (i.e., noise barriers and site design review). Mitigation through the design and construction of a noise barrier (wall, berm, or combination wall/berm) is the most common way of alleviating traffic noise impacts. The effect of a noise barrier is critically dependent on the geometry between the noise source and the receiver. A noise barrier effect occurs when the "line of sight" between the source and receiver is penetrated by the barrier. The greater the penetration, the greater the noise reduction. Barriers should be required for residences where outdoor noise exceeds 60 or 65 dB. Another noise reduction method would be for the City to provide retrofit incentives for residences that provide ventilation and better windows to reduce noise impacts.

For existing residences, the following mitigation measures are possible: For outdoors, barriers (walls and berms), re-routing traffic, enhance speed limit enforcement, and maintaining auto exhausts in proper condition are methods to control noise. For indoors, ventilation modification (summer switch) to allow some windows to be kept closed, improvement of seals on doors and windows, and relocation of vent openings to shielded sides of structures are some methods to control noise.

Noise Regulations

The responsibility for the control of noise is divided among various levels of government and in turn divided among various agencies and departments at each governmental level. Local agencies have several alternatives for the control of various

noise generators. These include: enforcement of existing state and local laws, creation of local ordinances and policies, adoption of Federal and State Noise Standards, and the implementation of various land uses and site planning techniques based on state and Federal planning guidelines. Some State and local laws may include: Noise limits for on-highway motor vehicles for the state of California, Noise limits for motorboats in or upon Inland Waters, Sound Transmission Class (STC) and Impact Insulation Class (IIC) for non-single family buildings for human occupancy, noise limits for off-highway motor vehicles in the State of California. These state laws can be immediately enforced by local and building departments. In addition to state laws, local nuisance ordinances relating to disturbing the peace and animal control can be enforced by local law enforcement agencies and the County Department of Animal Control.

The second alternative mentioned is the creation of noise ordinances. Generally, this includes the passage of new ordinances. In contrast to nuisance ordinances, a noise ordinance attempts to provide noise level standards for reoccurring noise generators or land use types. An ordinance should contain a well defined, objective noise standard for various land uses, based on an easy to calculate noise evaluation scheme, maximum noise levels, consideration for impulse and pure tone sounds, appropriate reference pressure, and reference to a measurement procedure.

A local ordinance could also extend to the enforcement of Federal and State product standards, to those products once purchased. According to the Noise Control Act of 1972, the United States Environmental Protection Agency must establish noise levels on new products including construction, transportation, electric/electronic equipment and any motor or engine. These product noise levels could be adopted as a part of a noise ordinance by local entities to insure control over specific noise sources which might otherwise be difficult to control.

Local jurisdictions could also adopt Federal and State regulations and guidelines for local development. Three Federal and State regulations which are of particular importance are:

The Department of Transportation Design Noise Standards; The Department of Housing and Urban Development (H.U.D.) Noise Standards; and State Noise level Standards for various land uses. The H.U.D. noise guidelines are used to help determine whether projects applying for H.U.D. or F.H.A. loans are qualified on the basis of noise. The Department of Transportation has established noise standards and procedures to determine if particular roadways can qualify for federally assisted noise abatement projects. State laws also establish standards estimating adverse

impacts of noise on various land uses. These standards could be adopted as policy or ordinance by local entities locating the appropriate land uses near noise sources. The advantage of using these standards, particularly the H.U.D. standards, is that they may have greater acceptability due to greater resources available to State and Federal agencies. The disadvantage of these noise standards is that they are inconsistent, individually they do not adequately measure the noise conditions, and they may be too high to accurately reflect community desires.

GOALS, POLICIES AND PROGRAMS

This section of the Noise Element sets forth the Goals, Policies and Implementing Programs. They evolve out of the discussion issues and needs discussed in the previous section of the document (Noise Exposure and Noise Control).

GOALS

N-1 A City that maintains a quiet acoustical environment

N-2 A City whose residents are protected from unhealthful levels of noise

N-3 A City that is planned to minimize noise conflicts

POLICIES

NP-1 The City shall enforce the State Uniform Building Code which specifies that the indoor noise levels for residential living spaces not exceed 45 db LDN/CNEL due to the combined effect of all noise sources. The state requires implementation of this standard when the outdoor noise levels exceed 60 db LDN/CNEL. However, the City should implement a 55 db outdoor noise standard.

NP-2 The City should establish standards that specify acceptable limits and hours of occurrence of noise for various land uses throughout the City.

NP-3 The City shall incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. New development should be permitted only if appropriate mitigation measures are included such that the standards contained in this Element or adopted ordinances are met.

NP-4 The City should encourage the use of walls, berms or "inward orientation" in the design of residential or other noise sensitive land uses that are adjacent to

major roads, commercial or industrial areas.

NP-5 The City should enhance efforts to enforce vehicle noise emission regulations and speed limits.

NP-6 The City should discourage nighttime traffic, particularly truck traffic, on streets in residential areas and schedule trash pickups between 7 a.m. and 5 p.m. in residential areas.

NP-7 The City should adopt a new comprehensive community noise ordinance to ensure city residents are not exposed to excessive noise levels from existing and new stationary noise sources..

PROGRAMS

1. Investigate and, if possible, implement mitigation programs for existing residences when traffic noise exceeds 55 dB CNEL.

2. Strengthen enforcement of vehicle noise emissions regulations and vehicle speeds.

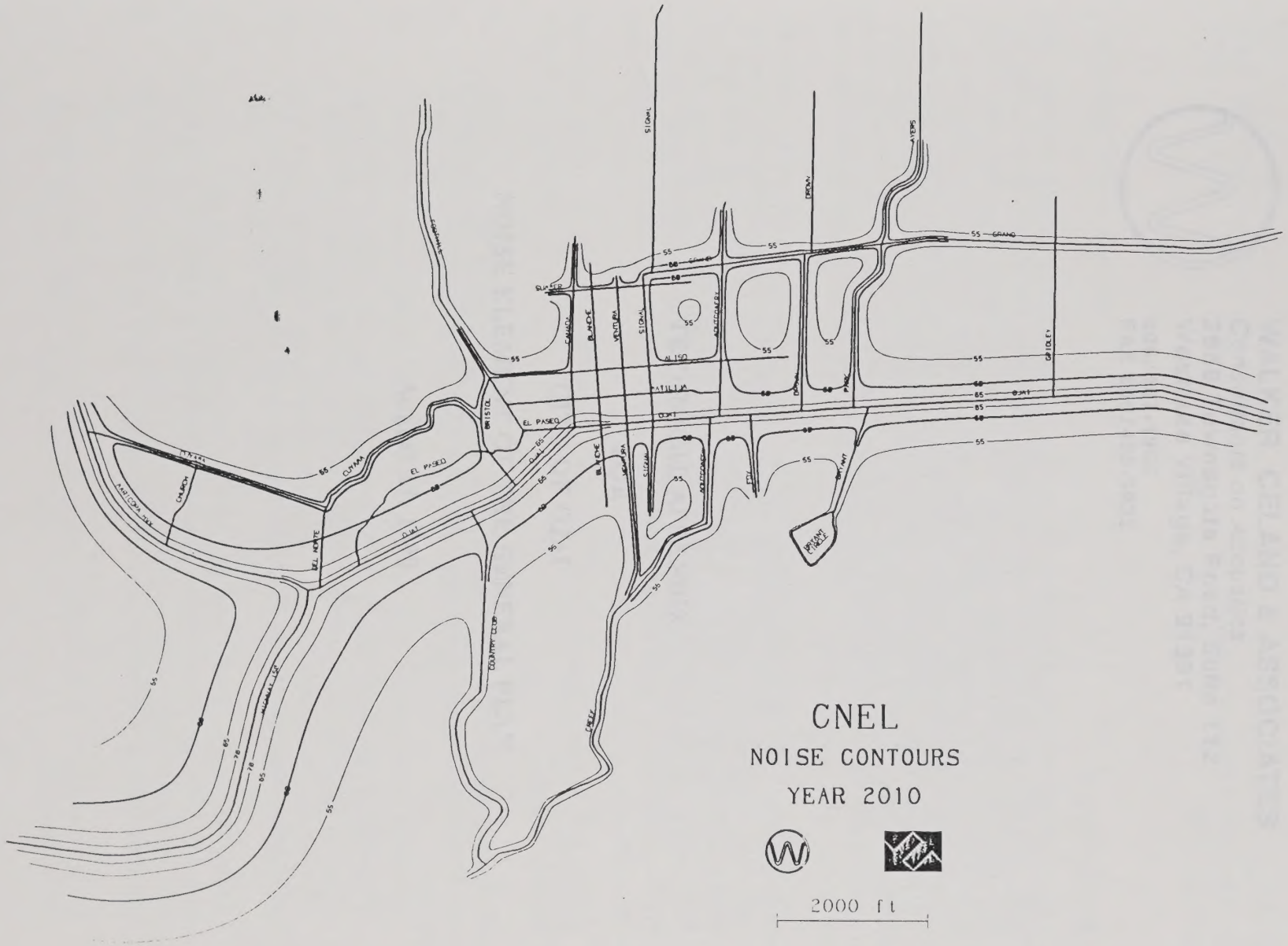
3. Restrict the hours of operation of street sweeper and private parking lot sweepers.

4. Restrict hours of operation of leaf blowers and other power gardening activities.

5. Restrict hours of operation and days of the week of construction activities.

6. Adopt a noise ordinance to control noise levels and hours of occurrence for various land uses throughout the City.

7. The City should develop an educational program to inform residents of the negative effects of noise on human health.


CNEL
NOISE CONTOURS
YEAR 2010
2000 ft



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TECHNICAL APPENDIX

FOR

CITY OF OJAI

NOISE ELEMENT OF THE GENERAL PLAN

August 13, 1990

INTRODUCTION

The previous edition of the City of Ojai Noise Element was prepared in 1974 by the Ventura County Environmental Resources Agency. It contains a compendium of information about then-current issues regarding proposed methods for evaluating noise, both by measurement and by computation. Many of these issues have since been resolved and methods standardized or significantly advanced. In recognition of this, the City of Ojai has requested that an updated Noise Element be prepared which better addresses the specific noise issues affecting Ojai.

In the development of the new Noise Element, Interface and WCA have sought to define as accurately and as comprehensively as possible the current acoustical environment in the City of Ojai. From this background, goals and policies have been recommended which will promote a quiet environment to complement the rural beauty of the Ojai area within the constraints of normal human activity.

METHODOLOGY

Establishing the existing and potential acoustical environment was done by a combination of noise measurements and noise modeling. This involved three major tasks:

- Cataloging existing and projected sources and receptors of noise. Sources include transportation sources, industrial sources, agricultural sources and general sources. Receptors include any noise sensitive uses, such as residences, hospitals, schools and transient lodging.

- Measuring noise levels from the existing sources in such a manner as to provide information for assessment of noise impacts, implementation of noise control designs where needed and calibration of prediction models used to forecast noise from future conditions.

- Computation on noise levels from the projected future distribution of noise sources.

Catalog of Noise Sources

The primary source of noise affecting the City of Ojai is motor vehicle traffic. CNEL Contours were computed for all roadways carrying traffic flows of 2000 ADT or greater. Because it was observed that the day-evening-night distribution of traffic in Ojai is not typical per usual traffic models, the distributions from the November, 1989 count were used to determine CNEL weighting factors. FHWA RD77 and CALVENO noise emission models were used as a base line, but were modified to agree with measured data as discussed in a subsequent section of the report.

The second source of noise is the industrial area on Bryant Street and Bryant Circle. At the present time, the main source is a precipitation atop the roof of the ITI facility near the northerly end of South Bryant Street. Less significant sources at the present, but potentially a source of conflict are future uses on Bryant Circle, which abuts a very quiet residential area to the south and west.

Additional noise sources identified by the City as sources of community complaints were:

- Gasoline powered leaf blowers. Measurements were obtained for one of these devices being operated in the Ojai Valley Hospital parking lot.
- Street Sweepers, Jackhammers, Chain Saws, representative of transitory mechanical sources. Street sweepers and trash pickup trucks are represented in some of the measurement data.
- Air Conditioners. Ventilation equipment noise was measured at Ojai Valley Hospital and at the Acacias.
- Crowing Roosters and Peacocks.
- Recreational Activities at Sarzotti Park and Nordhoff H.S. Athletic Field.
- "Boom-Box" motor vehicle sound systems.
- Concerts and other entertainment functions at Libbey Park Bowl.

Catalog of Noise Sensitive Receptors

Ojai is a primarily residential community. Except for the main commercial corridor along Ojai Avenue and the industrial area on Bryant Street, essentially all roadways affect residential uses to some extent.

Specific noise sensitive uses are as follows:

- Residences on the west side of Highway 150 south of the Maricopa Highway/Ojai Avenue Intersection. This area was judged to have the highest noise impact potential in the city, due to the high traffic flow and proximity to the roadway.
- Ojai Valley Hospital, located on the north side of Maricopa Highway.
- Nordhoff High School, located on the south side of Maricopa Highway.
- Matilija Middle School and Ojai Valley (private) School, located adjacent to one another on the north side of Ojai Avenue west of Country Club Drive.
- Topa Topa Kindergarten, located on the east side of Montgomery Street at Aliso Street.
- Whispering Oaks retirement home, located on the south side of Ojai Avenue east of downtown.
- Acacias residential care facility, located on the southwest corner of Grand Avenue and Montgomery Street.
- Libbey Park, on the south side of Ojai Avenue opposite the central commercial area.
- Sarzotti Park, located across from residences on Park Road between south of Grand Avenue.

Monitoring the Acoustical Environment

Three types of acoustic measurements were taken to establish a data base for the study.

- Twenty-four hour or longer extended measurements were taken at five locations to determine the long term temporal character of the acoustic environment and to include the effects of noise sources other than transportation, to which the standardized modeling techniques are limited. Results of the measurements are presented as Hourly Time Average A-weighted Sound Level, L_{eq1hr} and Community Noise Equivalent Level (CNEL).

- Multiple 15 minute measurements, at representative times of day and night were taken at 15 locations. This data was taken using 1/10 second time resolution to establish the short-term temporal character of the environment. These measurements were accompanied by traffic counts to aid in the calibration of noise emissions in the noise models. Results are presented as A-weighted sound level time histories, $L_{eq15min}$ A-weighted sound levels and 1/3-octave frequency spectra and 15 minute statistical distributions of the A-weighted sound levels.

- Short term measurements were taken at locations of specific noise sources when the noise output from the sources was judged to be transient, such as barking dogs, or quasi-steady, such as air conditioners or fixed industrial equipment. These results are presented in the manner best suited to the noise being investigated.

Actual locations of the measurements will be tabulated along with the results.

The 24-hour continuous monitoring was done using a Rion type NA-29E precision integrating sound level meter and octave-band analyzer. The data was taken using time resolutions of 1 to 15 minutes. Hourly L_{eq1hr} were computed from the field data.

The 15 minute and short term measurements were taken with a precision 1/3-octave integrating acoustical real-time analyzer, Larson-Davis type 3100, equipped with a Bruel & Kjaer type 4165 precision condenser microphone and monitored by a PC-compatible portable computer.

Each measurement was calibrated using a Bruel & Kjaer type 4230 acoustic calibrator with current certification (6/89) traceable to the U.S. Bureau of Standards.

Modeling of Future and Existing Acoustical Environment

CEQA requires that noise contours be drawn on a City map for all significant sources of noise in the community. However, noise contours as calculated from available modeling programs have meaning only in areas where essentially unobstructed sound transmission is possible. In Ojai, there are few locations where this situation exists, most notably along Maricopa Highway between Nordhoff H.S. and El Roblar Road. In most other areas, roadways are flanked by existing structures. Reflections from the structures cause noise levels between them and roads to be higher than predicted, generally by 1 to 3 dB. Shielding by the structures causes noise levels behind them to be lower than predicted by 3 to 10 dB.

For the Ojai Noise Element, graphical noise contours were calculated based on the actual roadway geometry presented on the 600 ft per inch map provided by Public Works. The two or four lanes of each road were divided into 25 ft long segments. Each segment was treated as a point source of sound, the strength of which was determined based on the ADT, speed, temporal distribution and truck mixture of traffic. FHWA RD-77 and CALVENO models were used to represent individual vehicle noise emissions. Sound from all roadway segments affecting a given contouring area were combined in a computer model which logically traces the noise contour around the roadway grid. Propagation is based on spherical wave spreading (-6 dB per distance doubling) plus 1.5 dB per 1000 ft atmospheric and ground plane absorption. The contour points were then stored on magnetic disk files for subsequent plotting in a CAD (computer aided drawing) program.

The results of these contour calculations were plotted on City maps at scale 1,000 ft per inch for presentation in the noise element, and on transparencies at 400 ft per inch to overlay on Zoning maps.

It must be noted that the contours presented on the maps are approximate, and are intended to provide an overview of the acoustical environment. For evaluation of specific sites, noise levels should always be modeled using a more

Multiple 15 Minute Measurements:

The table of detailed noise measurement and simultaneous traffic count results obtained at the 15 representative locations are is appended to the report. A summary is presented in Table 2. In the table, L_{90} is the background noise, exceeded 90% of the time during the measurement, L_{eq} is the ambient noise, the time average noise level during the measurement, and L_1 is the approximate maximum noise level during the measurement. CNEL is the approximate computed value, based on the measured L_{eq}'s and the measurement time.

#	Description	Time	L_{90}	L_{eq}	L_1	CNEL
1S	SE Corner Gridley & Grand	1453	41.3	56.0	65.1	59
2S	SW Corner Montgomery & Grand at Acacias	1204	48.8	58.9	68.2	61
		2144	35.0	51.5	62.0	
3S	W Side Whispering Oaks opposite ITI Industrial	0618	42.7	49.0	58.1	52
		0708	45.1	48.9	55.8	
		1528	44.8	49.0	57.7	
		2051	42.1	47.0	54.1	
5S	SE Corner Montgomery & Aliso at Topa Topa Kindergarten	1255	45.8	55.7	64.8	58
		2336	38.7	45.2	57.1	
6S	N Side Matilija between Signal & Montgomery	1220	45.5	57.0	67.8	59
		1525	48.3	57.1	66.5	
7S	Libbey Park 50' from CL of Ojai Ave.	0517	42.3	57.0	66.8	66
		1102	56.4	64.6	73.8	
		2311	39.2	56.9	69.1	
8S	Hospital Parking Lot 80' from CL of Maricopa Highway	0652	49.9	60.5	68.1	67
		0851	54.7	65.7	73.7	
		1932	50.4	65.7	75.8	
		2321	42.5	53.2	65.2	
9S	S Side Ojai Avenue 100' from CL opposite Matilija JHS	0615	46.4	59.3	68.5	65
		1033	56.0	63.3	69.8	
		1633	54.7	61.8	68.0	
10S	S Side Nordhoff HS Parking Lot	1052	55.2	58.8	63.2	61
		1116	51.3	56.8	65.5	
		1657	55.9	60.5	65.9	
		2029	47.7	55.8	62.7	
11S	Arcade Sidewalk 37' from Ojai Ave. CL	1124	59.4	69.8	78.4	
12S	North End of Signal Street	0001	20.4	31.4	41.9	45
		0747	38.6	43.3	48.4	
		1334	26.5	35.0	44.7	
		2300	26.4	40.0	53.7	
13S	Saddle Road S of Bryant Circle Industrial Park	0642	39.7	44.9	52.8	48
		1558	33.7	38.5	45.2	
		2019	43.6	45.9	49.6	
		2333	33.8	38.8	45.0	
1L	SE Corner Cuyama & Church	0828	40.9	50.7	61.8	54
2L	Whispering Oaks Ground Level 220' from Ojai Ave.	1145		55.7		57
		2115	40.2	52.1	60.3	
3L	SE Corner Signal & Grand	0035	20.2	42.7	56.8	
5L	Recreation Center Parking Lot 70' from Park Road CL	0543	36.4	48.5	62.7	54
		1145	43.5	51.5	61.0	
		2243	35.9	39.9	50.3	

Table 2
Summary of Short Term Measurement Results

The detailed results of these measurements are shown on the appended graphs, which present, for each reading, the time history of the A-weighted noise level, the 1/3-octave frequency spectrum of the time average (ambient) noise level, and the cumulative statistical distribution of the measured levels. Where possible, noise from specifically identifiable sources has been labeled on the graphs. Elements of particular interest have been combined with the results of individual source measurements and are presented in the following section.

Specific Source and Focused Measurements:

In response to the list of issues presented by the City and as the result of field observations during the main measurement program, measurements were taken of specific sources or else data from specific sources was isolated from the 15 minute measurement samples. Sources so measured included leaf blowers at the Hospital parking lot, ventilation equipment on the Hospital and near Acacias, dust-collector equipment on ITI industrial facility, power gardening equipment at Nordhoff HS.

Source	Location	Distance	Sound Level
Leaf Blower	Ojai Hospital	50'±	77
		100'±	69
Ambulance Siren	Ojai Hospital	100'±	89
Ventilation Equipment	Ojai Hospital	100'±	42
Ventilation Equipment	Acacias	100'±	42
ITI Dust Collector	ITI	80'	62
	Sarzotti Park		35
	Whispering Oaks		43
Large Lawn Mower	Nordhoff HS	100'±	61
Barking Dogs	End of Signal	Uncertain	50-60
Bryant Circle Store Vacuum	Saddle Road		39

Table 3
Summary of Specific Source Noise Measurements

The residential area on the northwest side of Highway 150 was identified, both from a review of traffic data and from the field measurements, as the potentially most noise impacted area of the City. The community backs up to the Highway, and homes have concrete block walls at rear yards. During the 24-hour survey at this location, a series of measurements was taken at two distances from the Highway in the open field to the south of the residences and at one position within the community to more accurately define the noise environment in this area. The measurements were taken using a Bruel & Kjaer type 2226 integrating sound level meter, calibrated prior to the measurement using a Bruel & Kjaer type 4230 acoustic calibrator. The meter was hand held, and was set to measure L_{eq1min} for 15 minutes in succession at each location. These were then averaged to determine $L_{eq15min}$ and the results normalized to the data from the 24 hour measurement samples being taken at the same time. Results were as shown in Table 4.

Location	Distance from Hwy. 150 C.L.	CNE L
Open Field Adjacent to 24 hr Microphone	80'	68.1
Open Field In Line with 24 hr Microphone	260'	55.2
NW Corner Vallerio & Descanso Streets	250'	53.3

Table 4
Summary of Measurements Near Residences
Northwest of Highway 150 South of Maricopa Highway

It may be noted that the difference in level between the two open positions is approximately 13 dB, while the difference predicted on the basis of distance alone would be only approximately 6 dB. The additional reduction is the result of shielding by the edge of the road and refraction due to a negative temperature gradient near the ground in the warm afternoon weather. The additional shielding loss resulting from the block wall at the south end of Vallerio Street is only 2-3 dB. It is expected that the back yard shielding for residences which back up to the highway is therefore on the order of 8 dB. For the CNEL 71 predicted future noise level in this area, this will result in outdoor living space noise levels of approximately CNEL 63.

At Whispering Oaks, a focused study was undertaken during the 24 hour measurement to investigate outdoor-to-indoor noise reduction in the facility. Successive 15 minute measurements were taken in a vacant north-facing ground level apartments between 10:30 a.m. and noon on April 3, 1990. Autos and trucks on Ojai Ave. were counted during each measurement to verify that excitation conditions were similar for all the tests. Results are as shown in Table 5.

Location	Condition	$L_{eq15min}$
Living Room	Windows Open	47.1 dB
	Windows Closed	33.8
Bed Room	Windows Open	49.4
	Windows Closed	33.2
Front Patio	Windows Open	55.7

Table 5
Summary of Whispering Oaks
Outdoor/Indoor Noise Tests

The indication from the tests was that with windows fully open, indoor levels were 6-9 dB below the outdoor levels, slightly less difference than the customarily allowed 10 dB. With windows closed, the measured level difference was approximately 22 dB, slightly higher than the customarily allowed 20 dB for standard residential construction. These measurements confirmed that there is nothing unusual about Ojai noise or construction that would invalidate standard building attenuation data.

A focused measurement was conducted with regard to industrial noise from the ITI facility on Bryant Street. This was done to assess current noise from the facility and also to assess potentials for noise interference from the proposed future location of the facility on Bryant Circle and the adjacent residential area on Saddle Road to the south. Data presented in Table __ gives an overview of the results. However, the dominant characteristic of the noise associated with the facility is a narrow band component or "tone" of frequency 160-200 Hz. During early morning hours, when traffic noise is low, the narrow band noise from the ITI facility is clearly audible from as far distant as Sarzotti Park and is faintly audible among other ambient noises at Whispering Oaks and

even as far distant as the north end of Signal Street. Figure 1 shows the frequency spectrum of the noise from the ITI dust collector, measured from a distance of 80 ft to the north. The figure also shows background noise frequency spectra measured at the west side of Whispering Oaks, from Sarzotti Park and from the north end of Signal Street. Note that the vertical scale is offset -30 dB for the near field data. At Sarzotti Park, the spectral similarity to the near field is clear. At the other sites, owing to contributions from other environmental sources, and/or greater distance from the source, the effect of the ITI facility appears as a moderate spectral peak at 160 Hz.

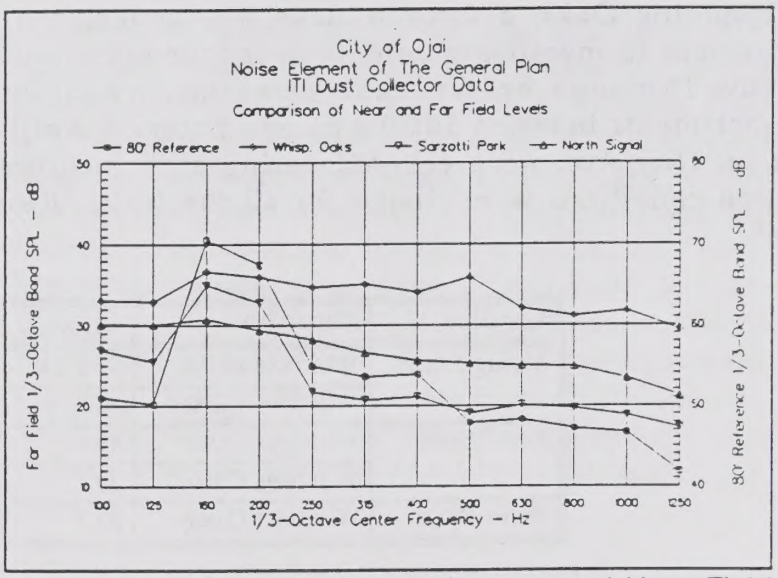


Figure 1 - Background Noise Spectra and Near Field Data for ITI Dust Collector

This investigation demonstrates the need for a "pure tone" adjustment in sound level criteria which may be adopted as a part of the Ojai Noise Ordinance. The overall A-weighted noise level from the ITI facility is comparable to or lower than the general ambient noise at surrounding noise sensitive uses, yet the narrow band noise from the dust collector is pervasive and could be a source of annoyance.

A focused investigation was conducted relative to crowd noise from the football stadium at Nordhoff High School. Measurements were taken from the nearest residential community to the stadium, on the north side of the north loop of Taormina Lane, of events leading up to the July 4th fireworks display. The distance between the measurement site and the center of the grandstand is approximately 750 ft. Data was taken using a Rion NA-29E integrating sound level meter and octave band analyzer, set to measure and record successive samples of L_{eq5sec}. The measurements included a variety of sounds,

including explosions from firecrackers and explosions (not reported since the noise from these short duration, high amplitude sources is not well represented by L_{eq5sec}). Results are shown in Table 6 and in the appended graphical presentation.

Sound Source	A-Weighted Sound Level
Dixieland Band	51-52 dB
Background Noise	48-50 dB
Crowd Applauding	55-57 dB
Crowd Cheering Loudly	63-64 dB

Table 6
July 4th Fireworks Show Crowd Noise
Measured from North Side of Taormina Lane

The maximum crowd noise is seen to exceed the general community background noise by approximately 15 dB, dominating the acoustical environment for brief periods.

The final focused investigation was conducted into the transmission of sound from the Libbey Park Bowl. Existing residences located to the west along South Signal Street, South Ventura Street and Topa Topa Street are the nearest, most affected receptors, with the nearest homes (west side of Signal, south of Ojai Trail) to the west being only approximately 150 ft from the stage. However, sounds from loud events may be audible at greater distances under appropriate (inversion) atmospheric conditions or at residences in hillside locations. For example, a former resident of Grey Gables reported that some Bowl events were clearly audible at this location, on the north side of Grand Ave approximately 2,400 ft from the stage.

The Ojai Bowl consists of a raised concrete platform with a plywood orchestra canopy, bench seats extending out 73 ft to the front and lawn seating beyond, extending to a distance of 245 ft from the front of the platform. Typical events in the Bowl involve sound amplification with primary loudspeakers mounted on top of the canopy to cover the bench and front lawn seating and secondary loudspeakers mounted behind the bench seating 135 ft from the platform to cover the rear of the lawn seating area.

Loudspeaker systems used for temporary outdoor reinforcement typically provide directivity (favoring the direction of desired sound radiation over undesired directions) to the side and rear approximately as shown in Table 7

Direction	Directivity	
	Low Frequency	High Frequency
Front	0 dB	0 dB
Side	-3 dB	-10 dB
Rear	-8 dB	-20 dB

Table 7
Approximate Loudspeaker
Directivity Characteristics

Based on these values, high sound levels at the nearest residences would be expected to be approximately 21 dB lower than at the rear row of bench seats, while low frequency sound would be approximately 11 dB lower. To the front, at locations such as Grey Gables, if atmospheric refraction counteracts the shielding effect of intervening structures, the expected level is approximately 30 dB below the level at the rear of the seats. If a Bowl event is expected to maintain community noise levels within 5 dB of the ambient noise level of approximately 50 dB, amplified sound levels at the rear of the seating area will have to be limited to 65-75 dB, depending upon spectral content of the signal. For live music concerts, this is an unrealistically low value.

GOALS, POLICIES AND PROGRAMS

It is the overall objective of the Noise Element Technical Appendix to relate existing and projected environmental noise levels to planning and enforcement policies which will benefit the citizens of Ojai. Standard noise criteria, such as those established by the Federal Highway Administration, the State of California Office of Noise Control are probably reasonably well applied in areas of Ojai located near major transportation routes. In the rural residential and quiet city street areas, lower levels prevail and should be preserved if the peaceful, small town character of Ojai is to remain. Results of noise measurements and computations indicate the following general characteristics of the Ojai acoustical environment:

- Daytime noise in most areas of the City is dominated by automobile traffic.

- Nighttime noise is very low, due to the near disappearance of traffic from local streets after around 10 pm. Along Ventura Ave., noise continues to be dominated by traffic. At other locations, crickets and other insects are the significant nighttime noise source most of the time. However, occasional individual automobiles and small trucks were observed to punctuate the tranquility.

- Overall, the characteristic noise levels are approximately

  50-55 dB daytime, 35-40 dB nighttime in side-street areas

  58-62 dB daytime, 40-50 dB nighttime along Ojai Avenue and Maricopa Highway

  67-69 dB daytime, 53-60 dB nighttime along Highway 150 South of Maricopa Hwy.

- Background noise levels late at night are 20-25 dB in absence of insect noise, 35-45 dB in close proximity to active crickets or other wildlife sources.

- Individual noise sources which intrude on the general acoustical environment were observed to be

  Trash pickup trucks

  Barking Dogs

  Ventilation and other electrical and mechanical equipment

  Gasoline powered leaf blowers and lawn mowers

  Individual automobiles and pickup trucks with excessively noisy exhaust systems, loud "boom-box" sound systems and/or unnecessarily noisy "off-road" type tires.

Mechanical Equipment from the ITI industrial facility on Bryant Street and from new light industrial uses on Bryant Circle.

Existing or potential noise conflict areas were identified as follows:

Noise Source	Noise Sensitive Receiver
Motor Vehicles on Highway 150	Residences on North/West side of Highway 150
Motor Vehicles on Maricopa Highway	Ojai Valley Community Hospital
	Nordhoff High School North Classrooms
Motor Vehicles on Ojai Avenue	Motels
	Whispering Oaks Residences
	Matilija Jr. High South Classrooms
Nighttime Recreational Activities at Sarzotti Park	Residences on Park Road
Amplified Sound Events in Libbey Park Bowl	Residences in Immediate Vicinity of Bowl
	Residences to North in extreme cases
Industrial Zone on Bryant and Bryant Circle	Single Family Residences to South and West
	Whispering Oaks
	Adjacent Single Family Residences

Table 8
Summary of Potential Noise
Conflict Areas in Ojai

GOALS

- Preservation of the generally quiet acoustical environment in Ojai.
- Protection of the health and welfare of the residents of Ojai.
- Reduction of unnecessarily produced noise.
- Promotion of Community awareness regarding noise pollution and its control

POLICIES

- Discourage nighttime traffic, particularly truck traffic, on streets in residential areas. Schedule trash pickups between 7 am and 5 pm.

- Establish a maximum ambient noise level for residential and other noise sensitive uses. For consistency with state guidelines, the policy should promote and indoor noise criterion of 45 dB (CNEL). Normal residential construction with open windows typically provides 10 dB outdoor-to-indoor noise reduction, and this was approximately confirmed by field measurements. Therefore, in order to achieve the 45 dB indoor limit without requiring any noise control considerations on structures (i.e. allowing windows to be kept open), the outdoor criterion should be 55 dB.

- Establish an ambient base level which is consistent with the existing environment but which allows for a reasonable level of activity. From the measurement data, recommended ambient base noise level in residential zones would be

  50 dB during the daytime

  40 dB at night

  Noise regulations would limit levels to an increment above the ambient noise level. If the measured ambient noise level is lower than the base level, the base level would apply. The recommended increment is 3 dB, allowing the intruding noise to equal the existing noise. The usual 5 dB increment allows too fast a noise level growth rate. Lower than 3 dB increment imposes severe enforcement difficulties [Noise Ordinance]

- Establish planning guidelines for juxtaposition of noise producing and noise sensitive uses. [Note - Recommend use of County Noise Element as a model. See appended copy.]

- Enforce vehicle noise emissions regulations.

- Require industrial noise sources to operate within the existing ambient noise levels at surrounding noise-sensitive uses. Regulations should

include consideration of source characteristics, such as pure tones and impulsive components in addition to the overall noise level produced.

- Institute a public education program regarding quiet operation of vehicles, gardening equipment, etc. and how it will help maintain the quiet community atmosphere in Ojai.

- Restrict hours of operation of power gardening equipment.

- Restrict hours and days of the week of construction activities in noise sensitive areas.

PROGRAMS

- Investigate and implement feasible mitigation programs for existing residences when traffic noise exceeds 55 dB.

- Enforce vehicle noise emissions regulations and vehicle speed limits. Vehicle noise increases nearly as the fourth power of the speed (e.g. noise at 40 mph is 5 dB higher (50% louder) than at 30 mph).

- Develop enforceable noise regulations for grading equipment, construction activities and mechanical equipment operation.

- Limit noise generating construction activities to the hour 7:00 am to 7:00 pm on weekdays and 8:00 am to 5:00 pm on weekends and holidays.

- Adopt a noise ordinance which addresses the general and specific issues present in the Noise Element and Technical Appendix.

RESOLUTION NO. 91-36

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OJAI APPROVING A GENERAL PLAN AMENDMENT GPA 91-2 ADOPTING AN UPDATED NOISE ELEMENT FOR THE CITY'S GENERAL PLAN

BE IT RESOLVED by the City Council of the City of Ojai as follows:

WHEREAS, the Noise Element is a required Element of the General Plan pursuant to Government Code Section 65302(f); and

WHEREAS, the previous Noise Element of the General Plan was adopted in December of 1974 and changes to the Government Code regarding the Noise Element requires that the Noise Element be updated; and

WHEREAS, the City, through the services of a consultant, has undertaken the necessary technical studies to prepare an updated Noise Element pursuant to Government Code Section 65302(f); and

WHEREAS, the Planning Commission and City Council have held noticed public workshops on the proposed updated Noise Element to ensure broad opportunity for public input; and

WHEREAS, the Planning Commission and the City Council have given proper notice of the time and place of public hearings as required by law for the adoption of the updated Noise Element; has held public hearings and heard and duly considered all public comments received; and

WHEREAS, the adoption of the updated Noise Element is an action taken to assure protection of the environment and has no potential for environmental impacts, it has been determined to be categorically exempt from CEQA pursuant to Section 15308.

PASSED AND ADOPTED THIS 26th DAY OF November , 1991, by the following roll call vote:

AYES: Loebl, Shelley, DeVito, Olsen
NOES: None
ABSTAIN: None
ABSENT: McKinney

James D. Loebl
Mayor, City of Ojai

ATTEST:

Cyndi Reynolds
City Clerk

STATE OF CALIFORNIA)

COUNTY OF VENTURA)

CITY OF OJAI)

I, CYNDI REYNOLDS, City Clerk of the City of Ojai do hereby certify that the above and foregoing Resolution was duly passed and adopted by the City Council of said City at a regular meeting thereof held on the 26th day of November, 1991 by the following vote:

AYES: Olsen, DeVito, Shelley, Loebl

NOES: None

ABSENT: McKinney

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official Seal of said City this 26th day of November, 1991.

Cyndi Reynolds

City Clerk of The City of Ojai

(SEAL)

Resolution No. 91-36

SAFETY ELEMENT

FOR THE

CITY OF OJAI

ADOPTED SEPTEMBER 24, 1991

SAFETY ELEMENT

FOR THE

CITY OF OJAI

ADOPTED SEPTEMBER 24, 1991

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OJAI SAFETY ELEMENT

Introduction

BACKGROUND AND PURPOSE OF THE ELEMENT

In 1971, the California Legislature passed legislation requiring two new elements to be added to the general plans of all cities and counties in the State. These were the Safety Element and the Seismic Safety Element.

The impetus for this legislation was a series of natural disasters which had occurred in Southern California in the preceding two years. The winter of 1969 saw particularly heavy rains, especially during January and February. Serious flooding occurred in many areas of Southern California but especially in Ventura County. These heavy rains caused substantially increased growth in the chaparral vegetation belts of the Southern California hills and mountains. Then during thirteen days of September and October, 1970, a series of disastrous fires broke out, fanned by dry desert Santa Ana Winds. The fire burned over half a million acres of brush and timber land, destroyed 722 homes, killed 16 people and cost $233 million to control. The following winter landslides and mudslides occurred in the hills and damaged many of the structures that had escaped the fall fires.

In response to these disastrous floods, fires and landslides, the 1971 Legislature enacted Government Code Section 65302.1, which requires of each city and county general plan:

> *A safety element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazards mapping in areas of known geologic hazard.*

The impetus for the Seismic Safety Element was the February 9, 1971, San Fernando Valley earthquake. This earthquake of 6.6 magnitude took 65 lives and caused almost $1 billion of damage to freeway interchanges, hospitals (accounting for the greatest loss of life), utilities, dams, and public, private, commercial and industrial buildings. The earthquake also revealed major discrepancies in building design and a laxness in land use planning.

This disaster prompted the Legislature to require another element to the general plan, a Seismic Safety Element. Government Code Section 65302 (F) requires:

> *A seismic safety element consisting of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to*

ground shaking, to ground failure or to the effects of seismically induced waves such as tsunamis and seiches. The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves.

Most recently, the Legislature adopted AB 2038 in 1984 which expanded the list of mandatory safety issues to be addressed within the Element. The additional concerns focused on seismic safety. Essentially, the Legislature took the issues previously considered in the seismic safety element and made them safety element requirements. At the same time, the Legislature deleted the seismic safety element from the list of mandatory general plan elements.

In order to meet the state requirements discussed above, the City of Ojai adopted the County of Ventura's existing Seismic Safety and Safety Element in 1974. This adoption of a County element is provided for in Government Code Section 65302 (g).

In 1988, the City prepared a Master Environmental Assessment (MEA) as part of a comprehensive update of its General Plan which included the Circulation, Open Space, Conservation, Recreation, and Housing Elements. The MEA includes several maps which delineate areas of flooding, fire, and seismic hazards within the City. In 1989, the County updated and completely reformatted its General Plan, doing away with the typical seven element format. Safety Element issues, goals, policies and programs are now addressed in the Hazards Chapter under this new format. In response to this reformatting of the County General Plan, the City initiated a program for updating the remaining City elements which have incorporated by reference adopted County elements. These include the Noise and Safety Elements. The City is currently in the process of updating its Noise Element.

The City of Ojai has created its own Safety Element with the text and exhibits which follow. This element is more tailored to the specific safety issues which concern the City of Ojai. One of the shortcomings in utilizing the County's Safety Element has been that it discusses certain hazards which are not a concern within the City of Ojai. The City's Safety Element therefore does not contain detailed discussions of tsunami and seiche hazards, hazards which do not occur within the City of Ojai. Tsunami and seiche hazards will only be referred to in the assumptions/definitions portion of this element. Another shortcoming of utilizing the County Element for the City is that it does not provide detailed discussions on certain conditions and policies which are unique to the City of Ojai.

The City's Safety Element identifies existing conditions which are unique to the City. These include the ongoing effort to upgrade the remaining unreinforced masonry bearing wall

buildings within the City, and a detailed discussion of the level of fire service currently being provided to the City by the County.

The City's Safety Element also includes references to maps delineating existing hazards contained within the City's MEA. The maps relevant to the issues identified in this Safety Element have been updated as part of the creation of this element to reflect most current 1991 environmental conditions.

The Safety Element contained within the following text and exhibits combines the State of California requirements for safety elements and seismic safety elements into one coherent document. The purpose of this Safety Element is to provide for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the City; flooding; and wildland and urban fires. The Safety Element includes mapping of known seismic and other geologic hazards. It also addresses evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

The City of Ojai Safety Element achieves the following purposes:

1. To meet the requirements of State law for preparation of a Safety Element.

2. To investigate the various hazards from a regional as well as a local perspective so as to provide a more integrated picture of the hazardous conditions within the City of Ojai and Ventura County.

3. To develop a framework which will permit the investigation of all types of hazards and the resources they impact.

4. To present the information collected in a form which will allow decision makers and the public to quickly evaluate the pertinent aspects of a given hazard.

5. To offer a range of response measures from which decision makers may choose as they attempt to alleviate a given hazard.

6. To provide a framework in which future inventory and analysis can be performed.

ASSUMPTIONS/DEFINITIONS

This Safety Element has been prepared pursuant to State General Plan Guidelines for preparation of Safety Elements. It is in conformance with the overall General Plan Goals of

the City of Ojai. The Element strives to provide decision makers with the information necessary to evaluate the nature of a given hazard and possible courses of action.

Base data for the Safety Element was derived from the City of Ojai Master Environmental Assessment (MEA) 1988, the Seismic Safety and Safety Element of the Ventura County Environmental Resources Agency 1974, the Updated County of Ventura General Plan (Hazards Chapter) 1989, the Ventura County Multi-Hazard Functional Plan, and applicable current Environmental Impact Reports (EIRs).

Definitions and categories of risks and hazards that are referenced throughout this Safety Element are listed below.

These are taken from the State of California's 1990 Guidelines for the Required Elements of the General Plan and from the Ventura County General Plan, Hazards Chapter.

Active Fault - A fault that has moved recently and which is likely to move again. For planning purposes, "active fault" is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.

Area of Special Flood Hazard - The land in a flood plain subject to a one percent or greater chance of flooding in any given year; is sometimes referred to as the "base flood" or "100-year" flood area.

Critical Facility - Includes facilities housing or serving many people which may pose unusual hazards in case of damage from or malfunction during an earthquake, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity and gas supply, sewage disposal, and communications and transportation facilities.

Dam Failure - Structural failure may be caused by seismic activity, or by landslides flowing into a reservoir. Flooding may occur as the result of structural failure of a dam.

Debris Flow/Avalanche - Landslides involving mixture of rock fragments, gravel, sand, soil, mud, water, and minor organic debris in which flow is the dominant transport mechanism. An extremely high-velocity debris flow landslide is known as a debris avalanche.

Epicenter - A point at the earth's surface that is closest to the subterranean origin of an earthquake.

Expansive Soils - Soils which tend to expand when wet and shrink when dry due to mineralogical composition.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Flooding - A "flood" is an overflow of water onto land that is normally dry. The most common type of flood, and the major subject of this section, is the "rainstorm-river" flood. A second major type is a "coastal" flood, resulting from a relative increase in sea level that may be caused by a storm, by a tsunami, or by subsidence. Other potential causes of floods include dam or levee failure, landslides and seiches.

Floodway - The channel of a watercourse plus any adjacent flood plain area that must be kept free of encroachment in order that the 100-year flood may be carried without substantial increases in flood heights.

Ground Failure - A general term for occurrences when seismic activity causes the ground to lose its cohesiveness, as in liquefaction, subsidence, and earthquake-related landslides.

Ground Shaking - "Ground shaking" is the physical movement of the land surface due to earthquakes. When a fault breaks, the accumulated strain energy is released as seismic waves that travel outward in all directions from the earthquake focus (the point of first release of tectonic stress located below the earth's surface on the fault plane, causing ground shaking). Seismograms (records of earthquake motion) indicate that several kinds of motions, or waves, are created by earthquakes. These waves exhibit different types and directions of movement. Each type of wave can affect buildings slightly differently depending on many diverse variables. The combined effect of these waves makes up the ground shaking component of an earthquake.

Hazardous Building - A building that may be hazardous to life in the event of an earthquake because it:

1. Was constructed prior to the adoption and enforcement of local codes requiring earthquake resistant design of buildings;

2. Is constructed of unreinforced masonry; or,

3. Exhibits any one of the following characteristics:

- Exterior parapets and ornamentation that may fall on passers-by;
- Exterior walls that are not anchored to the floors, roof, or foundation;
- Sheeting on roofs or floors incapable of withstanding lateral loads;
- Large openings in walls that may cause damage from torsional forces; or,
- Lack of an effective system to resist lateral forces.

Hazardous Material - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals, and nuclear fuels.

Inactive Fault - A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Landslide - A general term denoting downslope movement of slope materials composed of rock, soil, fill or combinations thereof.

Liquefaction - The transportation of a saturated granular layer into a fluid state due to intense ground shaking and/or increased pore water pressure.

Lurching - A sudden roll, pitch or sway of the ground resulting directly from the release of seismic energy.

Non-Seismic Geotechnical Hazards - Geotechnical hazards not triggered by or related to seismic activity, including, but not limited to, landslides, subsidence, expansive soils and coastal stability problems.

Potentially Active Fault - (1) A fault that last moved within the Quaternary Period before the Holocene Epoch (the last 2,000,000 to 11,000 years); (2) a fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

Seiche - A seiche is a long wave which oscillates in an enclosed or partially enclosed body of water as a result of seismic or atmospheric disturbances. Seiches typically occur in lakes and bays, and are normally caused by unusual tides, winds or currents, but can also be

produced by earthquake ground motion. The shaking rocks the water back and forth, setting up seiche waves.

The City of Ojai does not contain any substantial body of water within or adjacent to the City limits which would create a primary seiche hazard. No goals, policies, or implementation programs related to seiches need to be addressed within this element.

Subsidence - Subsidence is any settling or sinking of the ground surface arising from surface or subsurface causes. Its usual form is a dish-shaped or bowl-shaped region of downward surface displacements. Some types of subsidence can be the result of natural processes, including natural compaction of loosely consolidated alluvium ("consolidation refers to the gradual compression of a soil under applied load), as well as tectonics and earthquakes. Other types of subsidence are caused by human activities. In California, four types of the latter have been identified; they are named according to the action that causes the subsidence: groundwater withdrawal subsidence, oil or gas withdrawal subsidence, hydrocompaction subsidence and peat oxidation subsidence.

Surface Rupture - A surface rupture is a break in the ground's surface and associated deformation resulting from the movement of a fault.

Tsunami - A tsunami is a traveling ocean wave generated by disturbances associated with earthquakes, volcanoes or major submarine landslides. Commonly called a tidal wave in the past, it is referred to now as a series of sea waves. These waves have a long wavelength (distance from the crest of one wave to the crest of the succeeding wave) normally over 100 miles, and a very low amplitude (height from crest to trough). As these waves approach shallow water, the speed decreases from a deep water speed of over 600 m.p.h. to less than 30 m.p.h., and their energy is transferred from wave speed (velocity) to wave height (amplitude); waves as high as 80 feet can be formed. Although the arrival time of waves can be predicted, the intensity of the wave when it reaches shore cannot be predicted.

The City of Ojai is located several miles inland from the County of Ventura's tsunami hazard zone, which extends two miles upstream from the mouth of the Ventura and Santa Clara Rivers and Calleguas Creek. No goals, policies, or implementation programs related to tsunamis need to be addressed within this element.

Wildland Fires - Fires occurring in a non-urban, natural area which contains uncultivated lands, timber, watershed, brush, or grasslands.

LEGAL AUTHORITY

Under State Law (Section 65302.1) a City is required to adopt a Safety Element "for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazards mapping in areas of known geologic hazard."

A City is also required to adopt a Seismic Safety Element. Government Code Section 65302 (F) requires that a seismic safety element consist of:

> *An identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failure or to the effects of seismically induced waves such as tsunamis and seiches. This seismic safety element shall also includes an appraisal of mudslides, landslide, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure, and seismically induced waves.*

The City of Ojai has combined the requirements for both the Safety and Seismic Elements into a Safety Element in accordance with the California State code in order to sufficiently detail the appropriate polices and programs for the City's planning area. This element has been submitted in accordance with State Code to the California Division of Mines and Geology of the Department of Conservation.

OJAI SAFETY ELEMENT

Issues and Needs

OVERVIEW

Public safety issues in Ojai are numerous. The area is surrounded by topographical features which create geologic, seismic, flood, and fire hazards. Types of hazards are defined and categorized in the previous section for reference. Historically, Ojai and the surrounding area has experienced damaging earthquakes, landslides, floods, dam failures and disastrous brushfires. In addition, the area is isolated from other regions of the County due to limited vehicular access created by topographical barriers. If roads and bridges leading to the City are cut off by an earthquake, flood, or mud slides, then medical, fire, and other emergency response would be severely restricted.

The constant threat to life and property from these hazards creates a need to protect the community through sound planning, development, and maintenance practices, as well as through disaster education and preparedness programs.

The General Plan inventory and analysis of public safety hazards is divided into five issue areas. The five areas include seismic and geologic hazards (below), flood hazards (page 23), fire hazards (page 27), hazardous materials and waste (page 29), and disasters (page 30). These issue areas are discussed below and in the following pages. Goals, Policies and Implementing Programs for the City of Ojai related to safety issues are listed beginning on page 34.

SEISMIC AND GEOLOGIC HAZARDS

The City of Ojai is exposed to various geologic and seismic hazards as a result of the general topography of the area. Ojai is situated in a relatively narrow valley surrounded by dramatic mountains with numerous faults traversing the region.

The following seismic and geologic hazards are known to exist in the Ojai area:

Seismic Hazards

- Surface Rupture
- Ground Shaking
- Subsidence
- Ground Failure
- Liquefaction
- Dam Failure

Other Geologic Hazards

- Landslides
- Expansive Soils
- Erosion

Seismic Hazards

The City of Ojai has not directly experienced a devastating earthquake. Although the historic record shows little evidence for strong earthquakes or surface displacement along faults in the southern area of Ventura County, the likelihood of the occurrence of one or more such events within 50 to 100 years is not remote.

Only two historic earthquakes might have been devastating to present day populated areas of the County, but they occurred in December 1812 and January 1857, before there was any semblance of population in the region. The earthquake of 1812 severely damaged missions from present-day Santa Maria on the west, to San Fernando on the east, for a total of 116 miles. The 1857 earthquake is the first historical earthquake of California to be described as a "great" earthquake. It is estimated at 8.25 on the Richter Scale because it apparently ruptured ground from Fort Tejon to at least 100 miles in each direction along the San Andreas Fault from Fort Tejon.

The relatively recent 1971 San Fernando earthquake occurred along a fault having little historic record of activity. Several of the faults within the southern half of Ventura County are similar in structure. They are subject to comparable tectonic forces as those associated with the San Fernando earthquake. A map showing the County's major earthquake locations and intensities between 1928 and 1971 is illustrated in Exhibit GEO-2 of the MEA. This exhibit is also included in Appendix B of this document.

Most of the land in Ventura County is encompassed by the Transverse Range geographic province of California. The province is distinct from other provinces in that the nature of its prevailing linear trend is west to east instead of northwest to southeast (which is the case from most geologic trends in the state). The province is bounded by three major faults, including the northwest trending San Andreas Fault zone, which cuts the northeast corner of the County; the west trending Big Pine Fault, which joins the San Andreas and forms the northern boundary of the province; and the Malibu Coast Fault, which forms the southern boundary of the province where the fault extends offshore to the west of the County boundary. Each of these faults constitute a potential major earthquake hazard. The following paragraphs outline each known hazard.

Surface Rupture

The major direct effect of earthquake faulting is surface rupture. This is when faulting causes actual rupturing of the earth's surface.

Nearly all man-made structures are susceptible to damage ranging from severe to total when affected by displacement along faults passing beneath their foundations. The San Fernando Earthquake of 1971 has shown that no structures designed under present standards are safe from severe damage or destruction as a result of surface fault displacement of foundations.

It is widely acknowledged that design of most structures, such as single-family homes or larger structures, roads, bridges, pipelines, or other conduits, to resist fault displacement is generally not feasible. Only massive earth structures such as earthfill dams can be designed to remain functional after several feet of displacement along an underlying fault.

Permanent effects of surface displacement along faults also can include:

1. Abrupt elevation or depression of ground surfaces of several feet for distances of many hundreds of feet along the fault;
2. Disruption of surface drainage;
3. Changes in groundwater levels in wells;
4. Blockage and surface seepage of groundwater flow;
5. Changes in survey benchmark elevations;
6. Dislocations of street alignments and property lines of many feet if lateral (horizontal) displacement also occurs along a fault;
7. Displacement of drainage channel and drains.

Secondary effects of surface displacements along faults within an urban area could include:

1. Disruption of movement along roadways due to abrupt depressions or elevation of pavement surfaces;
2. Possible flooding due to disruption of drainage channel and storm drain flow;
3. Disruption of utility services such as water, gas, fuel, telephone and electric power lines;
4. Temporary impact on industry and commerce similar to that resulting from the occurrence of most kinds of regional natural catastrophic events such as hurricanes or floods.

The State Division of Mines and Geology (Urban Geology Master Plan for California, 1973, Bulletin 198) indicates that on a statewide basis the potential hazard to structures from the surface displacement of faults is low compared to such geologic phenomena as earthquake shaking and landsliding. Historically, major losses due to fault displacement have been limited to the San Fernando Earthquake of 1971. Structural losses due to fault displacement in the 26 other major earthquakes in California are unknown but were probably small. Most

of the losses incurred during the 1906 San Francisco Earthquake and 1952 Tehachapi Earthquake were caused by ground shaking and ensuing fires.

The greatest potential for fault activity is along any of the faults which lie within the several major fault systems which transect the County from east to west. The 1971 San Fernando Earthquake which occurred along one of these major fault systems illustrates the high level of activity that some faults within these systems may have, and foretells the occurrence of other such earthquakes in the Los Angeles, Ventura-Santa Barbara regions.

The San Fernando earthquake of 1971 may be an example of the typical type which could occur along some of the east-west trending faults which transect the County. Based upon that earthquake, it is most likely that a surface fault displacement within the County will be sudden, occurring over a period of less than one minute. The displacement would be accompanied by sharp ground shaking lasting perhaps several tens of seconds.

Many of the faults in the County are associated with major fault systems extending beyond County boundaries. Several of these faults and fault systems are considered to be active, but a great deal of additional information must be assembled to determine the potential for, as well as the nature of, activity of most of the faults including those presently considered to be active.

The present level of knowledge of the recency of surface or near surface movement along the faults within Ventura County is not sufficient on which to base a firm determination of the "degree" of activity of most of these features. There is some evidence that some of the known faults have displaced at least late Quaternary terrace sediments, indicating possible movement as recent as 11,000 years ago. This is the primary basis for designating the most recently active faults, as these could have the higher potential of future movement.

There are many places other than the San Andreas fault where faulting occurs. A series of related faults is called a fault zone or a fault system. There are several faults and fault zones located near the City of Ojai. In the event of surface displacement along these fault zones, loss of life and property damage in the unincorporated and incorporated areas of Ojai could be significant. These zones are described below and illustrated in Exhibits GEO-1 and GEO-3 of the City of Ojai MEA. These exhibits are also included in Appendix B of this document.

SANTA ANA/ARROYO PARIDA FAULT ZONE

This fault extends from Montecito to the Ventura River and along the south side of the Ojai Valley. This fault system is an eastward extension of the Mission Ridge Fault in the Santa Barbara area and extends to the southeast end of the Ojai Valley where San Cayetano zone apparently begins. The fault roughly parallels the southern boundary of the City of Ojai. The Santa Ana Fault has raised the Upper Ojai Valley relative to the Ojai Valley. The fault forms a groundwater barrier in the alluvium beneath the Ventura River. One school lies in the fault

zone and sewer mains and water transmission lines from Lake Casitas and Ventura to the Ventura area cross this fault zone. This system is considered potentially active.

LION MOUNTAIN FAULT

This fault is encompassed by the Lion Canyon Fault Zone which extends from Santa Paula Creek along the south edge of Upper Ojai Valley through the Lion Canyon area and possibly to Oak View and beyond to Lake Casitas. The fault itself does not enter the City of Ojai. The actual Lion Mountain fault is located between Lake Casitas and the San Cayetano fault zone, east of Ojai. The Lion Mountain Fault Zone contains a major portion of the Oak View community and the southern section of the Ojai community. Major electrical transmission lines, gas mains, water transmission lines and sewer mains between Oak View and Ojai transverse this zone. Local geologic formations show relatively recent activity. This fault is considered potentially active.

POSSIBLE FAULTS

In addition to the above mentioned vicinity faults there is evidence that faults, to date unmapped, may extend across the north part of the Ojai Valley area and link the San Cayetano Fault zone to the east with faults and possible faults to the west of Ventura River.

SPECIAL STUDIES ZONES

In 1972 the California State Legislature enacted the Alquist-Priolo Geologic Hazard Zones Act. Pursuant to this act the "State geologist shall delineate . . . special studies zones to encompass all potentially and recently active traces of the San Andreas, Calaveras, Hayward, and San Jacinto Faults, and such other faults . . . as to constitute a potential hazard to structures from surface faulting or fault creep." (Alquist-Priolo Act).

Two special studies zones briefly enter the City of Ojai's western boundary near the Villanova school. Please refer to Exhibit GEO-3 of the City of Ojai MEA. This exhibit is also included in Appendix B of this document.

The intent of the zone is to provide for public safety from the hazard of fault rupture by avoiding, to the extent possible, the construction of structures for human occupancy astride hazardous faults. However, the precise location and identification of hazardous faults within or near a zone of potentially active faults can be determined only through detailed geologic investigations. Therefore the State Mining and Geology Board has adopted policies and criteria for the implementation of these zones.

The most significant criteria within the act is that no structure may be built across the trace of an active fault. Furthermore, the area within fifty feet of an active fault shall be assumed to be underlain by active branches and therefore, before any structure can be built within the zone, a geologic investigation and submission of a report by a geologist registered by the

State of California are required. In addition, any city or county may require more restrictive policies.

Ground Shaking

The physical movement of the land surface due to earthquakes is known as ground shaking. When a fault breaks, the accumulated strain energy is released as seismic waves that travel outward in all directions from the epicenter. Unlike a surface rupture, ground shaking can occur great distances from an actual known fault.

The intensity of ground shaking/seismicity during an earthquake depends largely on geologic foundation conditions of the materials comprising the upper several hundred feet of the earth's surface. The greatest amplitudes and longest durations of ground shaking occur on thick, water-saturated, unconsolidated alluvial sediments. Ground shaking can also cause ground failure or surface rupturing due to lurching and liquefaction.

Ground shaking can cause disruption of surface drainage, blockage of surface seepage and groundwater flow, changes in groundwater flow, dislocation of street alignments, displacement of drainage channels and drains, destruction or damage to buildings and property and possibly loss of life. Seismic shaking can renew movement of old landslides as well as result in the formation of new slides. The intensity of shaking within 10 miles of the epicenter focus point of the earthquake, in areas underlain by deep alluvium, would likely be in the range of VII to VIII Modified Mercalli intensity, and VI to VII in areas underlain by firm ground bedrock (Please refer to Table A). Higher intensities would be experienced immediately adjacent to the epicentral area.

The State Division of Mines and Geology in their publication entitled, "Urban Geology" 1973, Bulletin 149, indicates that on a state-wide basis, the potential hazard to structures from ground shaking is higher than any other hazard. Approximately one dozen unreinforced masonry buildings are located within the City of Ojai. In order to reduce the risk of structural damage to these buildings in the event of an earthquake, the City has recently adopted an ordinance to provide seismic strengthening provisions for unreinforced masonry bearing wall buildings. The ordinance identifies 12 unreinforced masonry buildings, sets time limits for these structures to meet current seismic code, and specifies the allowable design criteria which is required.

The State Division of Mines and Geology has also indicated that the Ventura County area could experience relatively high earthquake activity. It has been estimated that within the next year there is a 3% to 4% chance of occurrence for a major earthquake measuring at least 7.0 on the Richter Scale; within the next fifty years, it is estimated that there is a 50% to 90% chance of an earthquake of this magnitude. The source of this anticipated earthquake is the 650-mile long San Andreas fault.

TABLE A

RELATIONSHIP OF RICHTER MAGNITUDE AND MODIFIED MERCALLI INTENSITY SCALES TO EXPECTED EARTHQUAKE DAMAGE

RICHTER MAGNITUDE	MODIFIED MERCALLI MAXIMUM INTENSITY (AT EPICENTER)	EXPECTED EARTHQUAKE DAMAGE
2	I-II	Usually detected only by instruments.
3	III	Felt indoors. May not be recognized as earthquake.
4	IV - V	Felt by most people; structure shake; windows and dishes rattle; wooden walls and frame creak; slight damage to unsecured objects.
5	VI - VII	Felt by all; many frightened and run outdoors; glassware breaks; items fall off shelves; furniture moves; cracks in unreinforced masonry; fall of chimneys, cornices and other unreinforced architectural ornament; some small slides can occur.
6	VII -VIII	Difficult to stand; steering of autos is affected; potentially moderate to major structures; frame houses move off foundations if not bolted; branches broken off trees; collapse of elevated structure such as chimneys, water towers.

Continued on next page.

TABLE A (Cont.)

RELATIONSHIP OF RICHTER MAGNITUDE AND MODIFIED MERCALLI INTENSITY SCALES TO EXPECTED EARTHQUAKE DAMAGE

RICHTER MAGNITUDE	MODIFIED MERCALLI MAXIMUM INTENSITY (AT EPICENTER)	EXPECTED EARTHQUAKE DAMAGE
7	IX - X	General panic; Major total damage to masonry structures; underground pipes broken; frame structures seriously damaged; cracks in ground; large landslides likely; serious damage to dams, dikes, embankments.
8+	X - XII	Major and total damages to buildings and infrastructure.

Source: California Division of Mines and Geology, "CDMG Notes," after Charles F. Richter, 1958, Elementary Seismology.

Subsidence

Subsidence and differential settlement (the uneven lowering of the ground surface) constitute minor natural hazards in the City of Ojai. Local subsidence may be caused by extracting more groundwater than is replaced by the natural hydrologic cycle. The results from this drawdown are empty pore spaces in the soil, which are compacted from the weight of overlying material.

Subsidence, defined as the sinking or lowering of a part of the earth's surface, can occur as a result of or independent of earthquakes. Seismically-induced subsidence can be either a direct or an indirect result of an earthquake. Direct tectonic displacement of bedrock can result from strong earthquakes causing either subsidence or uplift of up to several feet over relatively large areas of ground surface. Indirect subsidence resulting from compaction of gradual soil layers caused by ground shaking is more common. Such shaking causes subsidence by compressing the soil deposit so that pore space formerly filled by groundwater or air is eliminated. There must be an outlet for evacuation of these pore spaces in order for subsidence to occur.

Differential settlement is a more common hazard often occurring when buildings and bridges are built on poor foundation materials. Pilings are often used to anchor structures to firmer deposits below the surface in these situations. Surface footings tend to be used to support less important structures. If surface footings are used to support one part of a structure and pilings for another, differential settlement will occur, with the area supported by surface footings setting faster than the piling supported section. Differential settlement generally occurs slowly enough that its effects are not serious.

Ground Failure

Earth materials in a natural condition tend to reach equilibrium over a long period of time. In geologically active areas such as California and Alaska there are many regions where earth materials have not yet reached a natural state of stability. For example, most of the valleys and bay margins are underlain by recent loose materials that have not been compacted and hardened by long-term natural processes. Landslides are common on most of the hills and mountains as loose material moves downslope. In addition, many activities of man tend to make the earth materials less stable and hence to increase the chance of ground failure. Some of the natural causes of instability are earthquakes, weak materials, stream and coastal erosion, and heavy rainfall. Human activities that contribute to instability include oversteepening of slopes by undercutting them or overloading them with artificial fill, extensive irrigation, poor drainage or even groundwater withdrawal, and removal of stabilizing vegetation. These causes of failure, which normally produce landslides and differential settlement, are augmented during earthquakes by strong ground motions that result in rapid changes in the state of earth materials. It is these changes, by means of liquefaction

and loss of strength in fine-grained materials, that result in so many landslides during earthquakes as well as differential settlement, subsidence, ground cracking, ground lurching, and a variety of transient and permanent changes in the ground surface.

Although the basic causes of ground instability are simple in concept, the consequences are often complex and highly variable. They include numerous varieties of landslides, ground cracking, lurching, subsidence, and differential settlement. Moreover, these types of ground failure occur on a wide variety of ground conditions. Landslides, for example, do not require a steep slope on which to form, particularly during earthquakes. Many occur on slopes that are virtually flat, and the surface on which they fail may be very shallow (1 to 2 feet deep) or as much as hundreds of feet below the ground surface. The type of ground failure that develops in a given area is determined by the nature of the natural man-made disturbance that occurs and partly by the topographic, geologic, hydrologic, and geotechnical characteristics of the ground.

Liquefaction

Liquefaction is a type of ground failure that can occur during an earthquake. Liquefaction can occur on relatively level ground and have catastrophic effects on structures. Liquefaction can cause buildings to collapse or sink, pipeline and storage tanks to float or break, disruption or destruction of gas lines, sewer lines, roads, etc. Liquefaction can also be the cause of landslides on slopes as small as 2.5%.

Liquefaction occurs when loose soils that are water-saturated are subjected to ground shaking of high intensity and long duration. Liquefaction is manifested by sand boils and mudspouts at the ground surface and water seepage through ground cracks or by the development of quicksand-like conditions or landslides. When quicksand-like conditions occur, buildings may sink or tilt into the ground and underground facilities may float to the surface.

Several conditions are necessary to produce liquefaction including water saturation, low density soil, uniform grain size, lack of confining pressure, high intensity and high duration ground shaking. Ground shaking intensity depends on the magnitude of an earthquake and the amplification of the ground shaking. In terms of soil density, loose unconsolidated soil materials are the most subject to liquefaction. Uniform grain size, such as a deposit of only sand, causes materials to be more susceptible to liquefaction than mixed materials. The deeper in the soil zone the higher the confining pressure and consequently, the lower the potential for liquefaction.

Liquefaction can occur at any level of a soil deposit but usually occurs within the upper 40 to 50 feet. The potential for liquefaction exists wherever there are saturated, loose sand deposits, especially if they are near the surface. This includes most of the river valleys and the low lying plains that have poor drainage. Since subsurface soil properties are not

precisely known, it is necessary to assume that all alluvial areas having high groundwater may be subject to liquefaction during strong earthquake shaking.

Areas with alluvial soils are subject to liquefaction hazard. In the Ojai vicinity, these areas are the Santa Ana Valley north of Casitas Lake, the Ojai Valley, and the Upper Ojai Valley.

Referring to Exhibit GEO-4 of the City of Ojai MEA, areas designated high hazard zones for liquefaction are alluvial areas which have had water table levels within 15 feet of the ground surface at some time in the last 50 years or since water well records have been kept. This exhibit is also included in Appendix B of this document. Moderate hazard zones include alluvial areas which have had water between 15 and 40 feet below ground level.

There are a few areas within the Sphere of Influence but outside the City boundaries which are subject to liquefaction hazard. These areas are located along or adjacent to San Antonio Creek and in the eastern portion of the Sphere of Influence.

The majority of the City of Ojai is subject to liquefaction hazard. Those portions of the City located far north along the City boundary or to the west of the Ojai Country Club are free from significant liquefaction potential.

Inundation From Dam Failure

Dam failures can result from a number of natural or manmade causes such as earthquakes (ground rupture or severe groundshaking), erosion of the face of foundation, landsliding which displaces a large volume of water, rapidly rising flood waters, and structural/design flaws.

There are currently no dams within, adjacent to, or upstream from the City of Ojai which are large enough to endanger lives and property in the event of a failure. The Stewart Debris Basis, northerly of Canada Street, is not technically a dam (refer to Exhibit GEO-3 of the City of Ojai MEA - This exhibit is also included in Appendix B of this document). The facility was designed by the Corps of Engineers to accommodate a 500 year flood and is considered safe. However, in the event of its failure, lives and property could be at risk. In addition, the threat of inundation from dam failure could occur with the construction of a dam upstream of the major drainage courses such as San Antonio Creek which traverse or follow close to the City's borders. Because of these threats, this topic is included in the safety element for present and future reference.

There are three general types of dams: earth and rockfill, concrete arch or hydraulic fill, and concrete gravity. Each of these types of dams has different failure characteristics. The earth-rockfill dam will fail gradually due to erosion of the breach; a flood wave will build gradually to a peak and then decline until the reservoir is empty. A concrete arch or hydraulic fill dam will fail almost instantaneously; thus a very rapid build-up to a peak wave and then a gradual

decline. A concrete gravity dam will fail somewhere in between instantaneous and gradual, with corresponding build-up of flood wave.

In addition to the above mentioned characteristics, warning ability is generally determined by the frequency of inspections for structural integrity, the flood wave arrival time (the time it takes for the flood wave to reach its maximum distance of inundation), or the ability to notify persons downstream and their ability to evacuate. The existence and frequency of updating and exercising an evacuation plan that is site-specific assists in warning and evacuation functions.

A dam failure will cause loss of life, damage to property, and other ensuing hazards, as well as the displacement of persons residing in the inundation path. Damage to electric generating facilities and transmission lines could also impact life support systems in communities outside the immediate hazard areas.

A catastrophic dam failure, depending on size of dam and population downstream, could exceed the response capability of local communities. Damage control and disaster relief support would be required from other local governmental and private organizations and from the state and federal governments.

Mass evacuation of the inundation areas would be essential to save lives, if warning time should permit. Extensive search and rescue operations may be required to assist trapped or injured persons. Emergency medical care, food, and temporary shelter would be required for injured or displaced persons. Identification and burial of many dead persons would pose difficult problems; public health would be a major concern. Many families would be separated, particularly if the failure should occur during working hours, and a person inquiry or locator system would be essential. These and other emergency operations could be seriously hampered by the loss of communications, damage to transportation routes, and the disruption of public utilities and other essential services.

Governmental assistance could be required and may continue for an extended period. These efforts would be required to remove debris and clear roadways, demolish unsafe structures, assist in reestablishing public services and utilities, and provide continuing care and welfare for the affected population including, as required, temporary housing for displaced persons.

Other Geologic Hazards

In addition to seismic hazards, the geology of the Ojai area has created geologic hazards which may cause loss of life and property due to earth movement not associated with a seismic event. The following geologic hazards are found throughout the Ojai area.

Landslides

The widespread landsliding and slope instability throughout much of southern Ventura County can be related to the intensity of past faulting and folding of geologic strata, to the clay content of certain sedimentary formations and the subsurface moisture content. The County of Ventura has not identified any areas of past landslide activity within the City of Ojai, although the potential does exist.

Land development in hillside areas can result in the formation of new landslides if grading or development design does not take into account potentially adverse landslide conditions. Many of the area's natural slopes are underlain by bedded sedimentary rocks that are inclined downhill. The slopes in these cases are marginally stable and prone to failure along the bedding planes.

Generally in Ventura County, landsliding is most commonly found along prominent fault zones (refer to Exhibit GEO-3 of the City of Ojai MEA - This exhibit is also included in Appendix B of this document), anticlinal folds (upside down "U"-shaped folds in rock strata), areas of younger geologic formations and areas of weak or clayey bedrock. Landslides and potentially unstable slopes are especially common in hillside areas underlain by sedimentary bedrock. Many landslides are also associated with steep slopes which have been undercut by erosion. Subsurface water is also a contributing factor to slope instability in the great majority of landslide occurrences. In general, most existing landslides in southern Ventura County are not of recent origins, over 100 years old and most are not actively moving. They are subject to movement if triggered by earthquakes, poorly planned grading or if ground moisture is substantially increased.

Several areas in the Ojai vicinity are subject to landsliding hazard. Most of these large areas are in the hillsides to the north and south of the City of Ojai. The Sulphur Mountain hills to the east of San Antonio Creek and south of the Upper Ojai Valley have large areas susceptible to landsliding. In the National Forest, northeast of the Ojai Valley, there is a large area of landsliding.

There are no significantly large areas of landsliding in the City's Sphere of Influence or in the City of Ojai.

Expansive Soils

Expansive soils are those which are generally clayey, expand or swell when wetted, and contract or shrink when dried. These soils are typically located in areas of moderate slope. Expansive soils are referred to as soils having high shrink-swell potential. Downslope soil creep in hillside areas is a concern with regard to expansive soils. As an expansive soil shrinks and swells it tends to move downslope due to gravity.

Expansive soils tend to be very localized and site specific and a soils test is usually necessary to determine a particular site's susceptibility to expansive soils. Engineering practices can sometimes be applied to alleviate the problems associated with building on expansive soils. Examples of these practices are appropriate foundation design, less steep slopes, removal and replacement of expansive soils, special landscaping, and irrigation techniques to bind and avoid wetting the soil.

Moderately expansive soils are prevalent throughout south Ventura County. Areas of low potential for expansive soils are common along rivers and some canyons. Small areas of highly expansive soils are scattered throughout the western portion of the south County. Larger areas are common in the southeastern portion of south County.

The great majority of the land within the City of Ojai is covered with moderately expansive soils with the exception of the central portion of the City which has low expansive potential. These soils can be built upon easily with conservative engineering practices. The northeastern corner of the City is covered with highly expansive soils which must be taken into consideration prior to land development. Please refer to Exhibit GEO-9 of the City of Ojai MEA for an illustration of the City's expansive soils. This exhibit is also included in Appendix B of this document.

The majority of the City of Ojai's adopted Sphere of Influence is underlain by moderately expansive soils. The southeastern portion of the Sphere has highly expansive soils near

Highway 150. Highly expansive soils are also prevalent in the portion of McDonald Canyon and the area east of Meiners Oaks located within the Sphere of Influence boundaries.

Erosion

The majority of soils in the Ojai area have potential for very severe water erosion if the soils are cultivated or heavily grazed. The exceptions to this are areas along riverbeds. These areas experience no potential to moderate potential for erosion hazard.

Outside the City limits, the trend of severe erosion hazard near the City increasing to very severe hazard to the northwest and reducing to moderate hazard to the southeast continues in the City vicinity. A small area east of Meiners Oaks, however, has potential for moderate erosion hazard.

Potential for severe erosion hazard characterizes the majority of the soils within the City limits. To the northwest, the potential increases to very severe. To the southwest, the potential for erosion hazard is reduced to moderate. Please refer to Exhibit GEO-10 of the City of Ojai MEA for an illustration of the erosion hazards which exist within the City and its sphere of influence. This exhibit is also included in Appendix B of this document.

FLOOD HAZARDS

The potential of flooding is a major safety concern in Ojai. Parts of the City and surrounding areas are subject to flood hazards. Structures in the Ojai area are highly susceptible to damage from water runoff. Controlling and directing the flow of water will need to be addressed. This will be accomplished by specifically identifying areas susceptible to flooding and making appropriate plans of action.

Climate

The climate of the Ojai area directly affects the duration and intensity of rainfall. It is characterized by hot summers and mild winters. The mean annual precipitation for the area ranges from 19 inches near the confluence of San Antonio Creek and the Ventura River, to 30 inches in the mountains.

Major floods in the area are produced by unstable frontal storms that form in the Pacific Ocean and approach the coast from the west. These frontal systems form by cold air masses from the polar regions mixing with very moist warm air from the tropics. They have a potential for producing heavy and prolonged rainfall. The rain generally occurs during the winter months from November to April. Storms last from three to four days. Local storms can cause high intensity precipitation for a duration of about six hours or less. General summer storms can also occur in southern California during the later summer or early fall months. These summer storms have not resulted in any major floods in the San Antonio Creek Basin during the periods for which discharge records are available.

Drainage

Drainage for the City of Ojai and Sphere of Influence is south and southwest. The streams and drains are typical of the majority of streams in southern California; streamflow is negligible except during and immediately after rains. Climatic and basin characteristics are not conducive to continuous runoff. Runoff increases rapidly in response to high-intensity precipitation and is magnified to some degree by the impermeable surfaces created by urbanization. Streamflow is seasonal and diminishes rapidly at the end of the winter precipitation season. Based on records on the last 100-year period of flood history, some flood damage will occur in the vicinity of Ojai on an average of once in every four years. The Ojai area historically has been subjected to major storms on an average of once every 11 years.

Channel Analysis

There are many creeks and drains in the Ojai area which could have an effect on the City when floods occur. The following tables and descriptions briefly detail those watercourses which pose possible flood hazards for the City of Ojai.

- **San Antonio Creek** - This is a major tributary to the Ventura River. It originates in Senior Canyon north of the Ojai Valley and flows southwestward to its confluence with the Ventura River north of Casitas Springs.

- **Thacher Creek** - This creek originates northeast of Ojai and flows in a southwesterly direction to its confluence with San Antonio Creek in the City of Ojai.

- **Stewart Canyon Channel** - Stewart Canyon traverses the City of Ojai and its Sphere of Influence from north to south. It goes through the center of the City. Along Stewart Canyon Channel urban development has occurred. This drain runs from the mountains north of the City south to its confluence with San Antonio Creek along the southern corporate boundary. A debris basin was built by the U.S. Army Corps of Engineers at the mouth of Stewart Canyon Storm Channel. It contains and regulates the outflow for both the Intermediate Regional (100-year) and Standard Project Floods (500-year). Below the basin a concrete channel and covered box conduit has been constructed to accommodate the Intermediate and Standard Project Flood. This improvement extends from the spillway of the debris basin to approximately 200 feet downstream of the Southern Pacific Railroad crossing. In this manner all flood hazards along Stewart Canyon Channel have been minimized above the downstream end of the channel improvement.

- **Fox Canyon Barranca** - This traverses the City and Sphere from north to south in the eastern third of the City. Along Fox Canyon Barranca urban development has occurred. This drain runs from the mountains north of the City to its confluence with Stewart Canyon Drain and then into San Antonio Creek, along the southerly corporate boundary.

  The principal danger of flooding along the Fox Canyon Barranca is the inadequate inlet under Daly Road. Following the 1985 Wheeler Fire, a debris barrier was constructed on Fox Canyon upstream of Daly Road. However, this inlet could still become clogged from debris generated upstream of Daly Road. An upstream extension to the conduit under Daly Road is proposed which would eliminate the inadequate inlet at Daly Road and place Fox Canyon underground to the mouth of the canyon some 800 feet upstream.

  The area tributary to Fox Canyon includes a large area east of the channel that is not collected due to a lack of lateral drainage facilities. The City Master Plan of Drainage (dated June 1979) proposes a storm drain parallel to Fox Canyon Channel. This drain would intercept much of the tributary east of Fox

Canyon. It is designated as Drain 26 and is considered to be a Ventura County Flood Control "Redline" or jurisdictional channel.

- **McNell Creek** - McNell Creek is an unimproved channel throughout its length and runs mostly through agricultural land. The channel is inadequate to contain an Intermediate Regional (100-year) Flood throughout its length.

- **Happy Valley Drain** - This drain travels northeast to southwest and is situated just outside the western boundary of the City limits. The flood plain for Happy Valley Drain south of El Roblar is partially developed.

- **Dron Creek** - This creek travels north to south, originating from the mountains and emptying into San Antonio Creek. Dron Creek has the potential to overflow its banks before it reaches San Antonio Creek.

Flooding Hazards

Almost all of the above described waterways pose a flooding threat to the City of Ojai. Flooding can be aggravated by several factors such as inadequate channel cross-sections, culverts at roadways, poor flow line alignment, and excessive debris.

The major watercourse influencing the City is San Antonio Creek. Damaging floods along this creek and its tributaries in the vicinity of Ojai are reported to have occurred in 1862, 1867, 1884, 1911, 1914, 1938, and 1943. Major floods along the creek are described as having a peak discharge greater than 3500 cubic feet per second. Major floods have been recorded along San Antonio Creek occurred in 1952, 1958, 1965, 1966 1969, and 1978. The flood of January 25, 1969 had the largest recorded peak discharge at 16,200 cf./sec. The largest peak discharge for San Antonio Creek during the 1978 winter storms was 14,000 cf./sec. which was recorded on February 10th. This was facilitated by the 16.23 inches of rainfall during the months of December and January in the City of Ojai. The January 16th storm produced a 6,900 cf./sec. peak discharge on San Antonio Creek with the March 4th storm producing a 10,100 cf./sec. discharge.

Most flooding problems along the San Antonio Creek are associated with excessive debris accumulation and in some instances, alignment of the natural stream; losses of recreational facilities such as picnic tables are common on an annual basis (Flood Insurance Study, HUD, 1978). The Ojai Valley is periodically threatened by flows containing large quantities of debris from steep canyons of the upper watershed. The existing channels can become clogged with debris and no longer carry the volume of flood flows. These flows then spread over the valley causing loss in property and posing potential hazard to life.

Traditional improvement plans to alleviate debris flows are debris dams and basins at canyon mouths and the lining of channels. These improvements would then carry the cleared water from the basin outlets past points which are susceptible to flood damages. Systematic and periodic flood channel preventive maintenance including removing debris accumulating in flood channels and contributory streams would lessen or remove flood threats from debris clogged channels.

The floods during the January 1969 storms resulted in excessive channel sedimentation and production of large quantities of floating debris. In many areas, severe sedimentation resulted in the blockage of road crossings. This occurred along Grand Avenue and Ojai Avenue in the Ojai Valley and Highway 33 north of Ojai.

Debris basins are invaluable during storm periods because they provide an area to capture and accumulate debris before it can enter the downstream channels and cause damage. The Stewart Canyon Debris Basin is credited with saving the City of Ojai from major property damages and loss of lives. It is estimated that over 200,000 cubic yards of material were deposited in the basin by the January and February 1969 storms.

The floods during the January/February/March 1978 storm season produced minor flooding problems in numerous storm drains throughout the City of Ojai. Most of these facilities are designed for a 10-year storm and overflow during greater storms. However, the result is primarily nuisance flooding since the design flows are relatively minor. This type of flooding does not pose a serious threat to life and property.

A burned watershed, results of the July 1985 Wheeler fire, posed a serious potential threat of flooding to the Ojai Valley in the 1985-1986 flood season. Fortunately emergency measures including debris dams, temporary channels, watershed reseeding and extensive sand-bagging combined with a wet, but well distributed, rainfall resulted in little serious flooding to the valley.

Flood Plain Management

In October 1978 the City of Ojai adopted a Flood Protection Ordinance incorporating flood plain management programs recommended by a Flood Insurance Study. The intent of the ordinance is to regulate development in flood plains and flood prone areas, the stream channels, canyon channels, and barranca channels identified in the Flood Insurance Study and in this document. Specific areas depicted on a parcel by parcel basis within the City limits and its Sphere of Influence subject to 100-year and 500-year flood plains are illustrated in the Safety Element's Flood Hazard Map (Exhibit S-1), located in Appendix A of this document. Exhibit GEO-3 in the City of Ojai MEA also shows general areas within the City limits and Sphere of Influence subject to 100-year and 500-year flood plains. This exhibit is also

included in Appendix B of this document. It is important to note that the 500-year flood plain includes areas subject to 100-year flooding with average depths of less than one foot.

The Master Plan of Drainage Study, prepared for the City of Ojai in June 1979, identifies sources of funding which may be used by a development applicant in completing a specific project.

Drainage areas in the Ojai Valley located outside of the City limits are subject to the Ventura County Flood Control District regulations and policies guiding flood control activities. Please refer to Table HYD-C of the City of Ojai MEA for a description of these areas.

FIRE HAZARDS

Because of the mix of urban and wildland areas in the Ojai area, fire protection is a difficult problem and fire protection systems are complex. Much of the area surrounding the City of Ojai is covered with woodland, brush, or grassland. Large tracts of sparsely populated land must be protected from wildland fires in hot, dry summers at the same time that adequate protection must be provided to population centers. Fire protection in urban areas must also be designed and equipped to cope with industrial fires with their associated hazardous materials concerns, multi-level structures of varying occupancies, densely built and highly populated residential apartments and similar structures, and transportation accidents involving hazardous materials.

Fire Hazard Severity

In recent years, extensive study has been undertaken at the State level to classify the fire hazard severity of different regions of the State. One of the key components in measuring severity is the type and quantity of flammable vegetation within a given unit of land area. This factor, also known as "fuel loading characteristics," can then be combined with weather and slope to obtain a measure of relative hazard. Please refer to Exhibit GEO-3 of the City of Ojai MEA for an illustration of designated fire hazard areas. This exhibit is also included in Appendix B of this document.

Fuel Loading

Three basic fuel loading characteristics have been identified by the State. "Heavy" fuel loading vegetation is assigned to woodland and brushwood areas. This characteristic is generally assigned to vegetation that is six feet or more in height and which has a crown density of 20 percent or more of the ground area. The heavy fuel loading vegetation types include oak woodlands and chaparral which are found in abundance in the rural areas surrounding the City.

"Medium" fuel loading vegetation generally includes scrub vegetation that is less than six feet in height but with similar crown density characteristics. This category includes California sagebrush, coyote brush, manzanita, and other chaparral species common to the area.

"Light" fuel loading vegetative types are various types of grasslands, herbaceous rangelands and irrigated pasture lands. These areas are almost completely treeless and highly flammable during dry seasons. The significance of this fuel is that it carries the fire into the medium and heavy fuel beds.

Weather Conditions

The second major natural characteristics to consider in fire hazard measurement are local weather conditions. In Southern California, very little rain normally falls between mid-April and the beginning of November. By September, many portions of the State are tinder dry from months of aridity. It is not unusual for strong, drying winds to blow in from the north and east.

The State has established three "critical fire weather frequency" classes to measure the weather-related fire hazard severity. These classes basically measure the annual number of days in which a critical "fire load index" is exceeded over a 10-year period, with Class I the lowest and Class III the highest level of danger.

Slope

The third major characteristic of fire hazard measurement is the degree of slope present in a localized area. The rugged terrain and steep slopes that characterize much of the area surrounding the City can create extreme access problems for fighting fires once they have started. Generally, vegetation is more abundant in steep canyon areas due to less severe sun and wind exposure and greater capture of rain runoff. Fires that start in the bottom of canyons will burn 16 times faster upslope than if they begin at the top of ridges and burn downslope.

The State has divided slope categories into three different classes of fire severity. Class I includes slopes from 0 to 40 percent. This category assumes that direct attack on the fire is possible with all-wheel drive fire trucks, bulldozers, and crews and aircraft. Class II includes slopes between 41 and 60 percent. This class assumes direct attack is not possible with fire trucks, but still possible in most cases with bulldozers, hand crews, and aircraft. Class III includes slopes greater than 61 percent. This class includes areas mostly beyond the capability of bulldozers which can only be directly attacked by hand crews and aircraft.

Level of Service

The Ventura County Fire Protection District provides the City of Ojai with structural fire protection and general rescue services.

The City is mainly served by District Fire Station #21. The station is located in the southeastern section of Ojai and has an estimated average response time of 4.9 minutes to calls in the City. Additional support can be provided by three District stations outside of the City limits. These include the Meiner Oaks, Oak View, and Upper Ojai stations.

Station 21 is manned by 3 firefighters, which is the standard engine company staffing throughout the District. The station currently is equipped with a 50 foot telesquirt, water tender, reserve engine, and brush engine.

The Fire District currently requires sprinklers in all buildings 5,000 square feet or greater. Any residential development outside of areas served by the water service district is required to maintain a minimum water supply to be used for fire suppression. All new development is required to provide steamer hydrants every 500 feet in residential and 300 feet in commercial or industrial districts.

The Fire Prevention Division is responsible for the review of all proposed development, street names, and inspection of licensed care facilities, fire protection systems and businesses handling hazardous materials.

Weed Abatement

The Fire District's weed abatement program currently requires all flammable material, including weeds and trash, to be cleared from all lots.

It is general policy of the District to clean the entire lot, but if in the opinion of the Fire Chief or his agent this needs to be modified, then in no case would the District clean less than 100 feet from all structures.

HAZARDOUS MATERIALS AND WASTE

Hazardous Material means a substance or combination of substances which, because of quantity of concentration, or physical, chemical, or infectious characteristics, may either a) cause or significantly contribute to an increase in mortality or an increase in serious illness; or b) pose a substantial present or potential hazard to human beings or the environment. Hazardous materials include substances that people rely on continuously, such as petroleum projects, oil-based paints, pesticides and the like.

Hazardous Waste means any waste substance that may cause or significantly contribute to serious illness or death, or may pose a substantial threat to human health or the environment when improperly managed; these substances are generally toxic, corrosive, flammable or reactive.

The basic difference between wastes and materials is the intended use. "Hazardous Wastes" are materials that are no longer useful and must be properly and safely disposed of, treated or recycled. In some cases, waste at one facility can be used as a raw material at another facility. In those cases, the material would be regulated under the hazardous material regulations, and not the hazardous waste regulations.

Several catastrophic incidents over the past 20 years involving human illnesses, loss of life and environmental destruction caused by hazardous materials and wastes, as well as gradual long term groundwater pollution from leaking dumps and tanks, have led to the enactment of hundreds of Federal and State laws which place limits and prohibitions on the way hazardous wastes are managed from the point of generation to the point of disposal. Increased regulatory requirements and the increased costs associated with the proper disposal of all classifications of waste has led to illegal disposal operations countywide. The Ventura County Planning Division has inventoried all past and current waste disposal sites which may pose health or land use problems by adversely affecting land, water or air resources.

The County's Hazardous Waste/Materials Management Plan has been adopted by the City of Ojai and is incorporated by reference into this Safety Element. The plan includes a coherent set of goals and strategies for the management of hazardous materials and wastes within the County.

DISASTERS

In the event of a major seismic or wildfire event, the City of Ojai will require a disaster plan which outlines the various operations and procedures to be taken by local agencies. This plan shall discuss, at a minimum, evacuation routes, peakload water supply requirements, minimum road widths, and clearance around structures, in order to reduce casualties and damages during and following the disaster. Title 3, Chapter 1, "Emergency Organization" of the Ojai Municipal Code currently establishes an administrative plan for disaster directives. This ordinance establishes a Disaster Council chaired by the Mayor and designates the City Manager as the Director of Emergency Services. In addition to the City's disaster plan, the County's Multi-Hazard Emergency Response Plan outlines the various operations and procedures to be taken by agencies throughout the County of Ventura.

The City is currently in the process of updating the City's existing Disaster Plan. The revisions to the Plan include: a re-evaluation of the City's disaster preparedness, special first aid and CPR training for City employees, and development of a data base listing persons

within the City who have special talent which may be useful in the event of an emergency. The City has recently completed a mailing to inform residents about earthquake hazards and how to prepare for them. Also, an unreinforced masonry ordinance has been adopted by the City which will provide seismic strengthening for unreinforced masonry bearing wall buildings. This ordinance will assist in reducing the risk of structural damage to these buildings in the event of an earthquake.

Seismic Events

The City of Ojai lies approximately 35 miles southwest of the San Andreas fault. A catastrophic earthquake having a magnitude of 8.3 on this portion of the San Andreas fault is likely before the end of the twentieth century and is estimated to have a current annual probability of occurrence between two and five per cent. It is based on a repeat occurrence of the great Ft. Tejon earthquake of January 9, 1857, and other geophysical observations. As geologists know, at least eight major earthquakes have occurred in this area, with an average spacing in time of 140 years, plus or minus 30 years.

First instance property losses for the magnitude 8.3 event on the south-central San Andreas fault are estimated to be close to $20 billion.

Depending upon the time of day or night, this magnitude 8.3 event will kill between 3,000 and 14,000 people and cause between 12,000 and 55,000 people to require hospitalization.

The City must anticipate the occurrence of great earthquakes which will overwhelm present capabilities to respond adequately and in an organized manner.

Evacuation Routes

A major seismic event could conceivably cut off evacuation routes into and out of the City of Ojai. Highway 33 north of the City could be temporarily closed through portions of the Los Padres National Forest due to landslides. The section of highway through the Forest includes six (6) wooden bridges and three (3) tunnels which could sustain damage during a seismic event. Caltrans currently has plans to replace all six (6) of the wooden bridges with concrete structures by early 1994, at the earliest date. These bridges, located between Matajilla and Bear Creeks, will cost approximately $2.4 million to replace, with construction estimated to begin in early 1993.

Highway 150 east and west of the City could also experience closures due to landslides. Highway 33 south of the City could experience disrupted pavement and damage to bridges. In addition to the major highways, surface streets could experience delays and detours due to disrupted pavement, downed power lines, and structural debris. These disruptions could

last up to 72 hours in some cases. It is also possible that a major seismic event or other emergency in the Ventura area could disrupt traffic along the Pacific Coast Highway (PCH)/Highway 101 north of the City of Ventura. In the event of the closure of PCH/Highway 101, Highways 33 and 150 may be designated as an alternative route between Ventura and Santa Barbara via the City of Ojai.

The disaster map of the City's General Plan (Exhibit S-2 located in Appendix A of this document) identifies the major routes leading out of town and the distances to the nearest hospitals outside of the City limits. The map also identifies locations of nuclear fallout shelters designated by the State Office of Emergency Services. In the event of a non-nuclear emergency, emergency shelters will be set up by the Red Cross at schools, parks, and other public facilities. These sites will be determined by the Red Cross at the time of the emergency based upon the type and location of the emergency.

Water Supply

The City of Ojai obtains 83% of its water from ground water supplies. The remaining 17% is obtained from Lake Casitas via the lake's main conveyance system. In the event of a major seismic disaster, both of these sources of water may be limited.

Groundwater wells throughout the City may be damaged by faulting and earth movements which could displace sources of groundwater. Wells with water sources which remain intact may be rendered inoperable if water pumps are damaged or power supplies are cut off. In addition, wells which remain operable may experience damage to their distribution systems, severely limiting water availability.

Water supplied by Lake Casitas may be limited in the event of a dam failure or damage to the lake's main conveyance system.

The City's disaster plan should include policies to deal with water distribution needs immediately following a seismic event.

Minimum Road Widths

In the event of a major seismic disaster, emergency response vehicles will require access to various structures throughout the City. The City's disaster plan should include minimum street widths to accommodate emergency response vehicles.

Wildland Fires

The area surrounding the City of Ojai is particularly vulnerable to wildland fire hazards which could pose a communitywide threat during a major conflagration. The City's low-density residential areas closest to areas of high fire danger pose the greatest threat.

Evacuation Routes

A major wildland fire has the ability to shut down any one of the major highways leading out of the City. It is not likely, however, that all major routes out of the City would be shut down simultaneously. Formal fire evacuation routes have not been predetermined, due to the unpredictability of a fire. Law enforcement agencies will therefore need to react according to the needs of each situation.

Water Supply

A major wildland fire may result in decreased water pressure throughout the City as a result of increased water use by firefighters and residents alike. This could result in disastrous situations if water pressure drops below effective levels in crucial areas. The City's disaster plan should outline backup water supplies and ways to reduce pressure decreases before they drop below crucial levels.

Minimum Road Widths

In the event of a major wildfire disaster, emergency response vehicles will require access to various structures throughout the City. The City's Disaster Plan should include minimum street widths to accommodate emergency response vehicles, as recommended by the Fire Prevention Division of the Fire District.

Clearances Around Structures

The City of Ojai currently follows the Fire District's brush clearance requirement of 100 feet minimum around structures in high-bush areas. This has been proven to significantly reduce hazards to life and property during wildfires by providing an effective fire break.

OJAI SAFETY ELEMENT

Goals, Policies, and Implementing Programs

INTRODUCTION

This section of the Safety Element sets forth Goals, Policies, and Implementing Programs. These were formulated from analysis of the Element's Issues and Needs section. Policies and Implementing Programs were created to implement each Goal. The Goals, Policies, and Programs are presented in a format to enable the reader to clearly understand how each Goal is to be realized.

Where necessary and appropriate, all or a portion of a category's Goals, Policies and Programs are cross referenced to another City or County document. In such cases the referenced document's Goals, Policies, and Programs are incorporated in the Safety Element by reference.

The first category ("GENERAL") provides overall Goals, City Policies and Implementing Programs. The GENERAL section is then followed by specific safety and seismic safety issue sections. The general goals detailed below apply to all issue sections.

GENERAL

Goals

S-G-1 A City that is prepared for hazards and disasters so as to protect the public health, safety, and welfare, and to minimize damage to property.

S-G-2 A City whose development is planned in consideration of major hazards and other physical constrains so as to minimize loss of life, injury, and damage to property resulting from hazards and disasters.

S-G-3 A City whose citizens are informed as to the appropriate actions to take in the event of hazards and disasters.

S-G-4 A City that continues to improve upon inter-agency communication and cooperation regarding safety issues and emergency response preparedness.

Policies

S-P-1 Applicants for land use and development permits shall provide all necessary information relative to hazardous conditions which may affect their proposals. Applicants shall also specify how they intend to alleviate identified hazards.

S-P-2 All geologic and soil reports submitted with development permit applications, including recommendations for measures to eliminate or mitigate any possible hazard, shall be reviewed by qualified personnel registered and certified by the State, such as engineers or engineering geologists.

S-P-3 Essential facilities shall be designed and constructed to resist, insofar as is practical, the forces generated by earthquakes, gravity, fire and winds.

S-P-4 The City Department of Planning and Building shall continue to enforce requirements of the Uniform Building Code pertaining to earthquake-resistant design and construction.

Implementing Programs

S-IP-1 The City Department of Planning and Building, with the technical support of the Public Works Department and other applicable agencies, shall review the Safety Element periodically to identify what information needs to be updated, and where appropriate, shall submit a budget request as part of the next year's City budget.

S-IP-2 The City Department of Planning and Building shall prepare a program for Council consideration to reduce structural deficiencies through the removal, reinforcement, or modification of the structures whose failure could cause significant numbers of injuries, substantial loss of life, or unacceptable level of economic loss.

S-IP-3 The City Planning Department shall maintain the latest copy of the Ventura County Office of Emergency Services update of the Ventura County Multi-Hazard Functional Emergency Response Plan including mitigation measures and preparedness, response, and recovery strategies for the following nine contingency plans:

- Floods
- Earthquakes
- Landslides
- Hazardous Materials

- Dam Failure
- Nuclear Defense/Radiological Emergency
- Wildland Fire
- Transportation Accidents (involving airplanes, boats, major highway accidents, and railroads)
- Off-shore Oil Spills

S-IP-4 The City Planning Department shall explore the feasibility of requiring the recordation of a Notice of Hazards and Hold Harmless Agreements with the County Recorder for all subdivisions of land and discretionary permits in areas of known potential hazards.

S-IP-4 The Department of Planning and Building shall comply with applicable provisions of Chapter 12.2 (commencing with Section 8875), Division 1, of Title 2 of the Government Code, pertaining to identification of potentially hazardous buildings in the City of Ojai, and establishment of a mitigation program for such potentially hazardous buildings.

SURFACE RUPTURE

Related goals, policies, and implementing programs are included on pages OS-14 and -15 of the Open Space Element of the City's General Plan.

Goals

General goals which apply to all issue sections are identified on page 34 of this document.

Policies

S-P-5 No development shall be located within a fault hazard area unless detailed seismic-geologic investigation confirms that such development on the proposed specific site would not be hazardous. Such investigations shall include a site-specific characterization of anticipated ground motion, which would include estimates of peak horizontal ground acceleration and duration of shaking.

S-P-6 No habitable buildings or other structures shall be located over, or within 50 feet of, any active or potentially active fault as depicted in Exhibit GEO-3 of the City of Ojai MEA.

S-P-7 Land in fault hazard areas should, where feasible, be designated Open Space or Agriculture on the General Land Use Maps.

S-P-8 Roads, streets, highways and utility conduits shall be planned to avoid crossing active or potentially active faults where feasible. When such location is unavoidable, the design shall include measures to reduce the effects of any fault movement as much as possible.

S-P-9 No new essential facilities including hospitals, fire and sheriff's stations and communication centers, and no new uses which have a high occupancy potential such as schools, theaters, churches and shopping centers, shall be located within fault hazard areas.

Implementing Programs

S-IP-6 All development projects involving construction within an Alquist-Priolo Special Studies Zone (as depicted on Exhibit GEO-3 of the City of Ojai MEA and included in Appendix B of this document) shall be reviewed by the City Public Works Department in accordance with the requirements of the Alquist-Priolo Special Studies Zones Act and the policies and criteria established by the State Mining and Geology Board pursuant to said Act.

S-IP-7 The City Planning Department shall maintain the latest version of the Ventura County Sheriff's Office of Emergency Services Multi-Hazard Emergency Response Plan, Earthquake Contingency section.

S-IP-8 The Department of Planning and Building shall be responsible for implementing the requirements of the Essential Services Buildings Seismic Safety Act of 1986.

GROUND SHAKING

Related goals, policies and implementing programs are included on pages OS-14 and OS-15 of the Open Space Element of the City's General Plan.

Goals

General goals which apply to all issue sections are identified on page 34 of this document.

Policy

S-P-10 All structures designed for human occupancy shall incorporate engineering measures to mitigate against risk of injury in areas identified by the Public Works Department as subject to ground shaking.

Implementing Programs

S-IP-9 The City Public Works Department shall have a study prepared examining existing City-owned public utility systems for susceptibility to damage from ground shaking, and shall analyze the extent of acceptable risk of the effects of such ground shaking.

S-IP-10 The City Department of Planning and Building and the City Manager's Office shall continue enforcement of the City of Ojai Unreinforced Masonry Ordinance. An unreinforced masonry mitigation program is currently underway.

S-IP-11 The City should conduct a public education program to inform Ojai citizens of earthquake hazards and encourage them to prepare for them.

SUBSIDENCE

Related goals, policies, and implementing programs are included on pages OS-14 and OS-15 of the Open Space Element of the City's General Plan

Goals

General goals which apply to all issue sections are identified on page 34 of this document.

Policies

S-P-11 Potential subsidence effects shall be evaluated prior to approval of new oil or gas well drilling permits.

S-P-12 Structural design of buildings and other structures shall recognize the potential for differential settlement and subsidence.

S-P-13 No structure which is needed for public safety or emergency services shall be located where an interruption in service could result from structural failure due to subsidence. If such location in an area subject to potential subsidence is unavoidable, the structure shall be designed to mitigate the hazard.

Implementing Programs

S-IP-12 The City Public Works Department shall maintain current versions of the County Surveyor's periodic examinations of monument elevations throughout the County. The Department shall coordinate with the Surveyor to modify the subsidence portion of the Safety Element as necessary.

S-IP-13 The City should conduct a public education program to inform the public of subsidence hazards and educate them to identify areas of possible subsidence.

GROUND FAILURE

Related goals, policies, and implementing programs are included on pages OS-14 and OS-15 of the Open Space Element of the City's General Plan

Goals

General goals which apply to all issue sections are identified on page 34 of this document.

Policies

S-P-14 Continue to require that adequate soils, geologic, and structural evaluation reports are prepared when deemed appropriate by the Building Official. All reports submitted to the City for review shall be prepared by registered soils engineers, engineering geologists, and/or structural engineers.

S-P-15 Geologic reports, building plans, and environmental impact reports prepared for major construction projects (i.e., all critical facilities or uses with large human occupancies in recognized or suspected hazard areas) should be reviewed by registered engineering geologists and structural engineers.

S-P-16 Continue ensuring that other appropriate State regulations regarding the identification and mitigation of seismic hazards are implemented.

S-P-17 Promote and encourage additional seismic investigations within the City by Federal, State, and local agencies and organizations.

Implementing Programs

S-IP-14 The City shall require, prior to approval of a project located in a seismic hazard zone, (as depicted on Exhibit GEO-3 of the City of Ojai MEA and included in Appendix B of this document), a geotechnical report defining and delineating any seismic hazard. Such investigations shall include a site-specific characterization of anticipated ground motion, which would include estimates of peak horizontal ground acceleration and duration of shaking. If the City finds that no undue hazard of this kind exists, based on information resulting from studies conducted on sites in the immediate vicinity of the project and of similar solid composition to the project site, the geotechnical report may be waived. After the report has been approved or a waiver granted, subsequent geotechnical reports shall not be required, provided that new geological datum, or data, warranting further investigation is not recorded. The City shall submit one copy of each approved geotechnical report, including the mitigation measures, if any, that are to be taken, to the State Geologist within 30 days of its approval of the report.

S-IP-15 The City's Grading Ordinance shall be modified to include specific regulations for identified areas with seismic hazards.

LIQUEFACTION

Related goals, policies, and implementing programs are included on pages OS-14 and OS-15 of the Open Space Element of the City's General Plan.

Goals

General goals which apply to all issue sections are identified on page 34 of this document.

Policy

S-P-18 Require that measures identified in any soils, geologic, and/or any structural reports to adequately mitigate liquefaction and be imposed as conditions of project approval, to the extent feasible.

Implementing Program

S-IP-16 Prior to the issuance of building or grading permits critical facilities or essential facilities located within areas prone to liquefaction (as depicted on Exhibit GEO-4 of the City of Ojai MEA and included in Appendix B of this document), a soils engineering and geologic-seismic analysis shall be prepared in order to assess the

liquefaction potential and mitigation. Such investigations shall include a site-specific characterization of anticipated ground motion, which would include estimates of peak horizontal ground acceleration and duration of shaking.

DAM FAILURE

Goals

General goals which apply to all issue sections are identified on page 34 of this document.

Policies

S-P-19 Current Dam Inundation maps shall be obtained from the County Sheriff's Department - Office of Emergency Services.

S-P-20 Dams shall be designed and located to ensure their safety from all maximum credible seismic events.

S-P-21 The City of Ojai shall provide development standards and restrictions to minimize potential risk within areas that would be subject to inundation as a result of dam failure.

Implementing Programs

S-IP-17 The City Planning Department shall maintain current copies of the Ventura County Office of Emergency Services Dam Failure Response Plan Contingency section of the Multi-Hazard Emergency Response Plan.

S-IP-18 The City Public Works Department shall develop and maintain a dam inundation warning plan for the Stewart Debris Basin area to alert affected governmental agencies, residents, and businesses located in the potential hazard areas. This dam inundation plan should be coordinated with local television and radio media. This plan shall be revised if future dams are proposed in the areas upstream of the City of Ojai.

S-IP-19 The City should conduct a public education program to inform Ojai citizens of the City's dam inundation warning plan.

LANDSLIDES

Related goals, policies, and implementing programs are included on pages OS-14 and OS-15 of the Open Space Element of the City's General Plan.

Goals

General goals which apply to all issue sections are identified on page 34 of this document.

Policies

S-P-22 The City Public Works Department will continue to enforce Chapter 70 (Excavation and Grading) of the Uniform Building Code to ensure that areas of landslide or hillside areas are adequately investigated and that any development incorporates appropriate design provisions to prevent landsliding.

S-P-23 Development in existing landslide/mudslide hazard areas shall not be permitted unless adequate geologic and soils engineering investigations are performed, and appropriate and sufficient safeguards are incorporated into the project design.

S-P-24 In landslide/mudslide hazard areas, there shall be no avoidable alteration of the land which is likely to increase the hazard, including concentration of water through drainage, irrigation or septic systems, removal of vegetative cover, and no steepening of slopes or undercutting of the bases of slopes.

S-P-25 Drainage plans which direct runoff and drainage away from unstable slopes shall be required for construction in hillside areas.

Implementing Programs

S-IP-20 Geologic reports, building plans, and environmental impact reports prepared for major construction projects (i.e., all critical facilities or uses with large human occupancies in recognized or suspected hazard areas) shall be reviewed by registered engineering geologists and structural engineers.

S-IP-21 The City Public Works Department shall continue to enforce the City's Hillside Erosion Control Ordinance (Section 9-11.101 through 9-11.406 of the Ojai Municipal Code).

S-IP-22 Whenever there is a substantial landslide or significant damage to a foundation or structure occurs as a result of a landslide, the City shall require a detailed study of the geologic materials, foundations, or structures involved to be prepared.

S-IP-23 The City should conduct a public education program to inform Ojai citizens of the landslide hazards which exist in the area.

EXPANSIVE SOILS

Related goals, policies, and implementing programs are included on pages OS-14 and OS-15 of the Open Space Element of the City's General Plan.

Goals

General goals which apply to all issue sections are identified on page 34 of this document.

Policy

S-P-26 No habitable structures or individual sewage disposal systems shall be placed on or in expansive soils (as depicted on Exhibit GEO-9 of the City of Ojai MEA and included in Appendix B of this document) unless suitable mitigation measures are incorporated to prevent the adverse effect of these conditions.

Implementing Program

S-IP-24 In all areas of highly expansive soils (as depicted on Exhibit GEO-9 of the City of Ojai MEA and included in Appendix B of this document) a soil test shall be required for each specific building site, and construction must conform to established standards of the City of Ojai Building Code.

EROSION

Related goals, policies, and implementing programs are included on pages OS-14 and OS-15 of the Open Space Element of the City's General Plan.

Goals

General goals which apply to all issue sections are identified on page 34 of this document.

Policies

S-P-27 Develop a program for onsite inspection of grading work for developments in severe to very severe erosion areas (as depicted in Exhibit GEO-10 of the City of Ojai MEA and included in Appendix B of this document) to insure that bedding planes are not undercut and that proper fill material is carefully placed and compacted.

S-P-28 Encourage planting of vegetation on unstable slopes to protect structures at lower elevations. Utilize native plants for landscaping in the hills to eliminate the need for supplemental watering which can promote earth movement/erosion.

S-P-29 Keep land uses which are subject to serious property damage from erosion out of erosion hazard areas identified as severe to very severe (as depicted in Exhibit GEO-10 of the City of Ojai MEA and included in Appendix B of this document). Control the siting and design of uses in these erosion hazard areas to minimize the danger of property damage from erosion, such as requiring deep pilings for houses.

Implementing Program

S-IP-25 For projects proposed in severe to very severe erosion areas (as depicted in Exhibit GEO-10 of the City of Ojai MEA and included in Appendix B of this document), the City shall require a geologic report that includes analysis of soils foundation, grading, erosion, and sediment control.

FLOOD HAZARDS

Related goals, policies, and implementing programs are included on page CONS-10 of the Conservation Element and pages OS-14 and OS-15 of the Open Space Element of the City's General Plan.

Goals

General goals which apply to all issue sections are identified on page 34 of this document.

Policies

S-P-30 Support measures for disclosure of the presence of flooding hazards during transactions of property located within areas of special flood hazard (as depicted in Exhibit S-1 in Appendix A).

S-P-31 Support measures for the abatement of flooding hazards, including but not limited to: (1) removal or relocation of development from flood hazard areas; (2) construction of impoundments or channel diversions provided that adequate mitigation of environmental impacts can be demonstrated; and (3) debris clearance and silt removal programs conducted by Ventura County Flood Control District in a manner so as not to disrupt existing riparian communities to the extent feasible.

S-P-32 Consider higher density land uses to be appropriate within flood hazard areas in developed urban areas when adequate mitigation of the flood hazard can be demonstrated.

S-P-33 Discourage the location of new critical facilities in flood hazard areas.

S-P-34 Wherever possible, retain natural floodplains and guide development to areas outside of areas of special flood hazard.

S-P-35 Promote subdivision design to avoid areas of special flood hazard when possible, and identify these areas on the approved subdivision map.

S-P-36 Land use in the floodway should be limited to open space, agriculture, or passive to low intensity recreational uses, subject to the approval of the County Flood Control District.

S-P-37 Development shall be protected from a 100-year flood if built within identified flood plain areas.

Implementing Programs

S-IP-26 The design of any structures which must be constructed in flood plain areas as depicted on the Flood Hazard Map (see Exhibit S-1 in Appendix A) shall be governed by the County Flood Plain Management Ordinance and shall incorporate measures to reduce flood damage to the structure and to eliminate any increased potential flood hazard in the general area due to such construction.

S-IP-27 The City Planning Department shall maintain current copies of the County Office of Emergency Services Multi-Hazard Emergency Response Plan's Flood Contingency section.

S-IP-28 Federal Flood Insurance Rate Map and Floodway Map information shall be maintained by the Public Works Department.

S-IP-29 The flood plain limits shall be reviewed annually, as required by Government Code Sec. 65302(a), by the Ventura County Flood Control District. All changes shall be conveyed to the City Planning Department which will process an amendment to the Flood Hazard Map (See Exhibit S-1 in Appendix A).

S-IP-30 When development is proposed in areas of special flood hazards (as depicted in Exhibit S-1 of the Ojai Safety Element), any structure shall be required to be safely elevated above the base flood elevation and not contribute to the flooding hazard to surrounding structures.

S-IP-31 The City shall assure through a Master Drainage Plan and development ordinances that proposed new development adequately provides for development of onsite and downstream offsite mitigation of potential flood hazards and drainage problems and require development fees to fund the required improvements.

S-IP-32 The City should monitor and participate in County Flood Control District No. 1 policy-setting and budgeting, and should advocate preventative maintenance programs and capital improvements aimed at reducing flood hazards.

S-IP-33 The City should conduct a public education program to inform Ojai citizens of the flood hazards which exist in the area.

FIRE HAZARDS

Related goals, policies, and implementing programs are included on pages CIR-6 through CIR-10 of the Circulation Element of the City's General Plan.

Goals

General goals which apply to all issue sections are identified on page 34 of this document.

Policies

S-P-39 All applications for new subdivisions, development plans, conditional use permits, environmental impact reports, and business license applications, shall be made available for review and comment by the County's Fire Prevention Division to ensure compliance with fire safety regulations.

S-P-40 The City shall suggest that the Fire Prevention Division review all applications for new development in hillside/canyon areas to assess potential impacts to existing fire protection services.

S-P-41 Consider higher density land uses for fire hazard areas in rural areas if development is clustered near major roads, has adequate access for fire protection vehicles, and can demonstrate adequate water supplies and fire flow.

S-P-42 In urban areas, consider higher density land uses to be appropriate if development can be served by the Fire Department, adequate access for fire protection vehicles is available, and sufficient water supply and fire flow can be guaranteed.

S-P-43 Support efforts to identify all roads, streets, and major public buildings in a manner so that they are clearly visible to fire protection and other emergency vehicles.

S-P-44 Provide adequate access to and fire breaks adjoining open space areas subject to fire hazard as part of new developments.

S-P-45 Regulations for clearance of vegetation around oil production facilities shall continue to be strictly enforced.

Implementing Programs

S-IP-34 After April 1, 1991, all new construction within the State Responsibility Areas (SRAs) in the City's Sphere of Influence shall meet or exceed the standards set by the State Board of Forestry pertaining to:

- Road standards for fire equipment access
- Standards for signs, identifying streets, roads, and buildings
- Minimize private water supply reserves for emergency fire use
- Fuel breaks and greenbelts

S-IP-35 All discretionary permits shall be required, as a condition of approval, to provide adequate water supply and access for fire protection and evacuation purposes.

S-IP-36 All discretionary permits in Fire Hazard Areas shall be conditioned to include fire-resistant vegetation, cleared fire breaks, or a long-term comprehensive fuel management program as a condition of approval. Fire hazard reduction measures shall be incorporated into the design of any project in a Fire Hazard Area.

S-IP-37 New residential subdivisions shall provide not less than two means of access for emergency vehicles and resident evacuation. A deviation from this policy is only allowed when the proposed road conforms with the County Road Standards and when the proposed road is approved by the County Fire Chief.

S-IP-38 All applicants for subdivisions, multi-unit residential complexes, and commercial and industrial complexes shall be required to obtain, prior to permit approval, certification from the County Fire Protection District that adequate fire protection is available, or will be available prior to occupancy.

S-IP-39 The County Fire Protection District shall be responsible for the prescribed burn program as mandated by the Vegetation Management Program (VMP) SB 1704, along with fuel breaks and other fire prevention measures.

S-IP-40 The County Fire Protection District shall continue to work cooperatively with the U.S. Forest Service, California Department of Forestry, adjacent County fire departments, and local City fire departments, towards managing wildland fires.

S-IP-41 The County Fire Protection District shall continue to revise, maintain, and make available to the Planning Division their historical burn area maps in conjunction with the State Division of Forestry.

S-IP-42 The City Planning Department shall maintain current copies of the Ventura County Office of Emergency Services Multi-Hazard Emergency Response Plan's Wildland Fire Contingency section. The Office of Emergency Services will continue to provide public information on emergency response notification, evacuation and sheltering due to fire.

S-IP-43 The City shall ask the Ventura County Fire Protection District to consider adoption of an automatic sprinkler ordinance for structures used for human occupancy in hillside and canyon areas.

S-IP-44 Require that the length of cul-du-sacs be limited to a maximum of 800 feet.

S-IP-45 New subdivisions in hillside or canyon areas of the City shall be designed to facilitate brush clearance around structures.

S-IP-46 The City shall require water purveyors within the City to establish a priority list for upgrading fire flow capabilities in neighborhoods that currently have inadequate fire flows.

HAZARDOUS MATERIALS AND WASTE

The City has adopted the Ventura County Hazardous Waste Plan. The goals, policies, and programs from the following Chapter of the County of Ventura General Plan is incorporated by reference into this report. The Chapter incorporated by reference is:

> County of Ventura, 1988. Ventura County General Plan Goals, Policies, and Programs, Hazards Chapter - 2.15 Hazardous Material and Waste.

In addition to the goals, policies, and programs contained within the Ventura County Hazardous Waste Plan, the following policy shall also apply.

Policies

S-P-46 The City shall coordinate with Ventura County to periodically establish days to collect household hazardous waste within the City of Ojai.

DISASTERS

Related goals, policies, and implementing programs are included on pages CIR-6 through CIR-10 of the Circulation Element of the City's General Plan.

Goals

General goals which apply to all issue sections are identified on page 34 of this document.

Policies

S-P-47 The City shall identify evacuation routes out of the City to be used by residents and emergency response personnel. Please refer to Exhibit S-2 in Appendix A of this Safety Element for a description of evacuation routes out of the City.

S-P-48 In the event that State Highways 33 or 150 become impassable for a period of over 30 minutes, the California State Highway Patrol (CHP) shall be notified, and will in turn shall notify Caltrans of the situation.

S-P-49 The City shall ensure that adequate water supplies are available to Ojai residents following a major disaster.

S-P-50 The City shall require streets serving new development to be wide enough to accommodate emergency response vehicles. The required widths shall be

consistent with the standards located in Chapter 3 Subdivision Regulations, Title 10 Planning and Zoning.

S-P-51 The City shall maintain an effective fire break of 100 feet around all habitable structures.

Implementing Programs

S-IP-47 Residential subdivisions shall have sufficient access for emergency vehicles and for the evacuation of residents. Two or more routes of access should be provided, preferably on different sides of the development. These access points shall be reviewed and approved by the City Police and County Fire Protection District prior to the development's approval.

S-IP-48 The City shall prepare for alternative sources of water in the event that existing supplies are cut off. Alternative sources may include the trucking in of water to affected areas.

S-IP-49 The City shall encourage the citizens of Ojai to include bottled water as part of their earthquake preparedness kits.

S-IP-50 The City has developed, and will be distributing, an earthquake emergency brochure as part of its public education program.

S-IP-51 The City shall request the Ventura County Office of Emergency Services to conduct regular simulated disaster training sessions for the Ojai Valley.

S-IP-52 The City's Disaster Plan shall be periodically updated to incorporate the use of the most advanced technology available to assist the population in disaster preparedness and relief efforts. The updates shall include coordination with the gas, telephone, and electric utilities and other appropriate agencies to provide for the use of portable telephones and other communication equipment during emergency situations.

S-IP-53 The City shall coordinate with local school districts to allow for the use of school facilities in the event of an emergency.

S-IP-54 The City shall encourage homeowners in high risk fire zones to obtain swimming pool water pumps, and if possible, to provide for additional sources of water.

S-IP-55 All future roadways shall be constructed consistent with City standards and shall allow for two-way traffic with room for parking on at least one side.

S-IP-56 The City Public Works Department shall continue cooperative efforts with the County Fire Protection District's to enforce the weed abatement program.

S-IP-57 The City shall update its Disaster Plan to address issues raised in this Element. The City shall invite participation from the County of Ventura to address the Ojai Valley in a coordinated fashion.

INFORMATION SOURCES

DOCUMENTS

Federal Emergency Management Agency	Flood Insurance Rate Map City of Ojai Community Panel Number 060416 0005C, April 19, 1983
California State Division of Mines and Geology	Elementary Seismology
State of California Office of Planning and Research	1990 General Plan Guidelines
Ventura County	General Plan: Seismic Safety Element
	Multi-Hazard Functional Plan
City of Ojai	Master Environmental Assessment

PERSONS AND ORGANIZATIONS CONTACTED

City of Ojai

Planning Department	William Prince Marilyn Grauel
City Manager	Andrew Belknap
City Attorney	Monte Widders
City Engineer	Glenn Hawks
Public Works	W.S. Moore

Ventura County

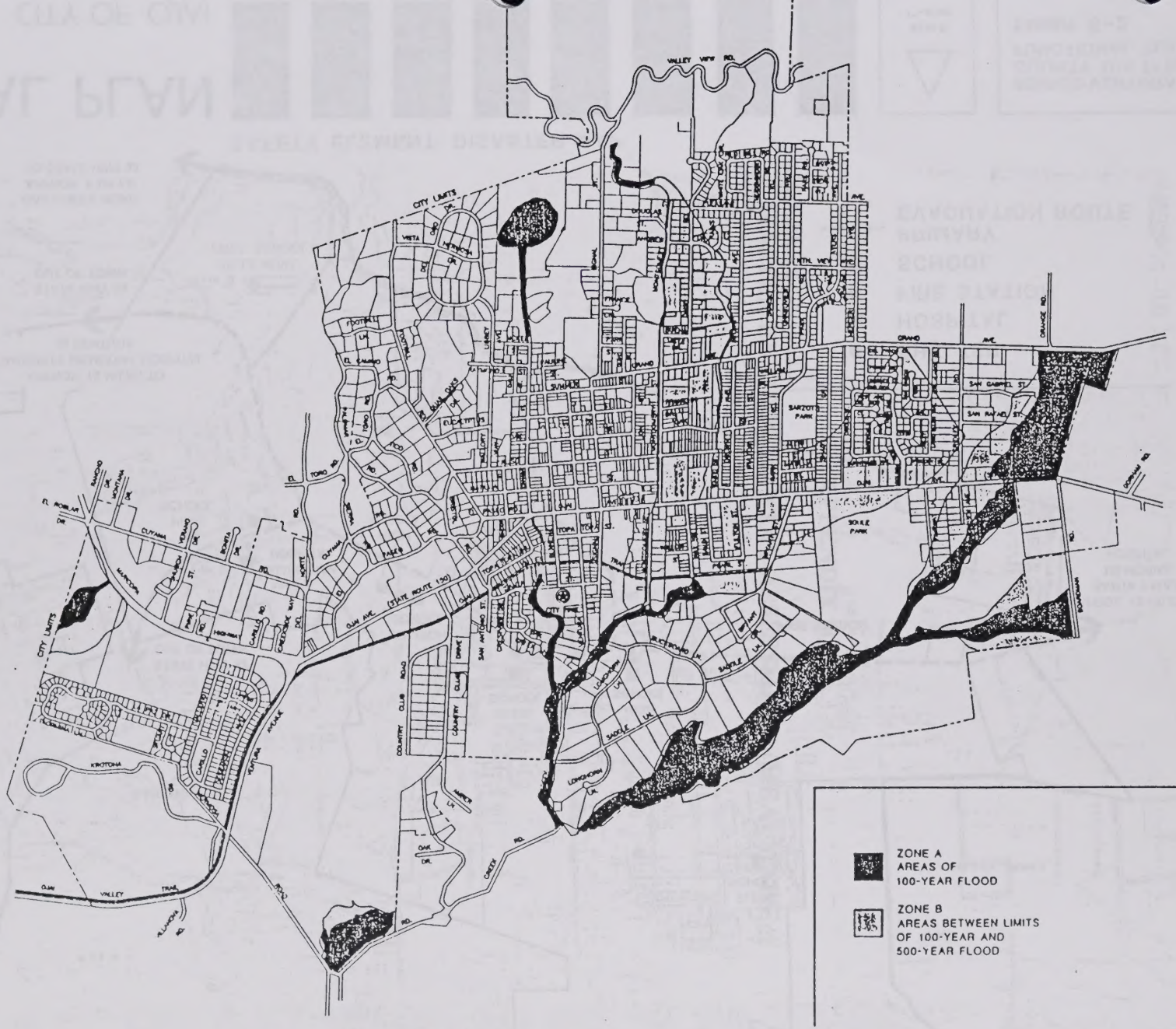
Fire Department	Chief Jim Smith Fire Marshal County Fire Protection District
	Bill Wright Vegetation Management County Fire Prevention Division
	Rick de Mora County Fire Prevention Division
	Captain Tom Weir County Station #21, Ojai
	Sandy Wells Public Information
Drafting Department	Kay Clarke
Office of Emergency Services	Karen Guidi

State of California

Board of Forestry	Fran Henson
California Highway Patrol	Lieutenant Claude LaMont
Department of Conservation, Mines and Geology Division	Roger Martin
Department of Forestry and Fire Protection	Jim Bliss
Department of Transportation (Caltrans)	Bruce Dyar
Department of Water Resources	Marsha Lines
Office of Emergency Services	Nancy Hartacher

APPENDIX A

FLOOD AND DISASTER MAPS



SAFETY ELEMENT: FLOOD HAZARD MAP

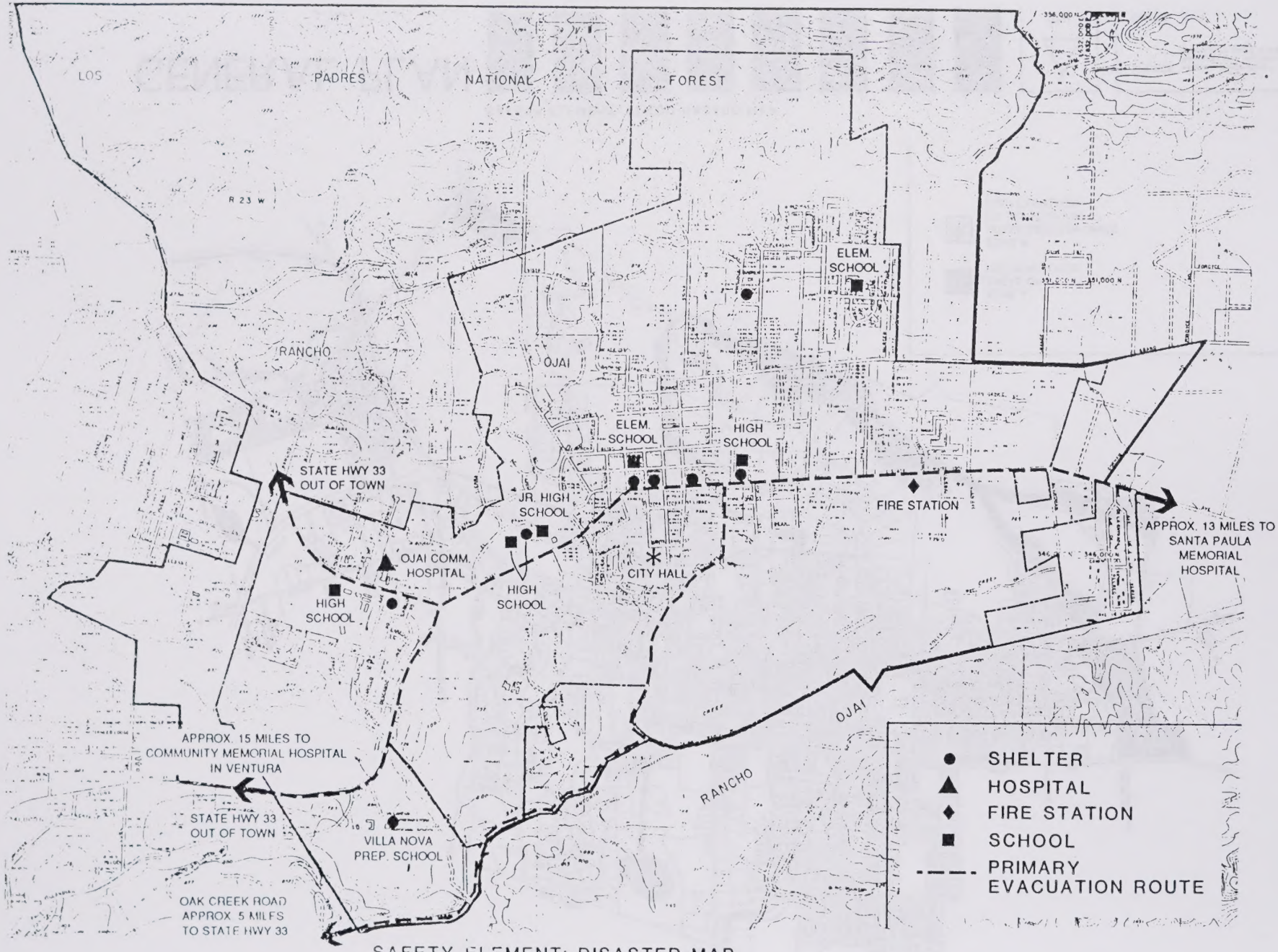
GENERAL PLAN

CITY OF OJAI

SCALE:

SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY-FLOOD INSURANCE RATE MAPS, 1983

EXHIBIT S-1



SAFETY ELEMENT: DISASTER MAP

GENERAL PLAN

CITY OF OJAI

SCALE: 1"=2000'

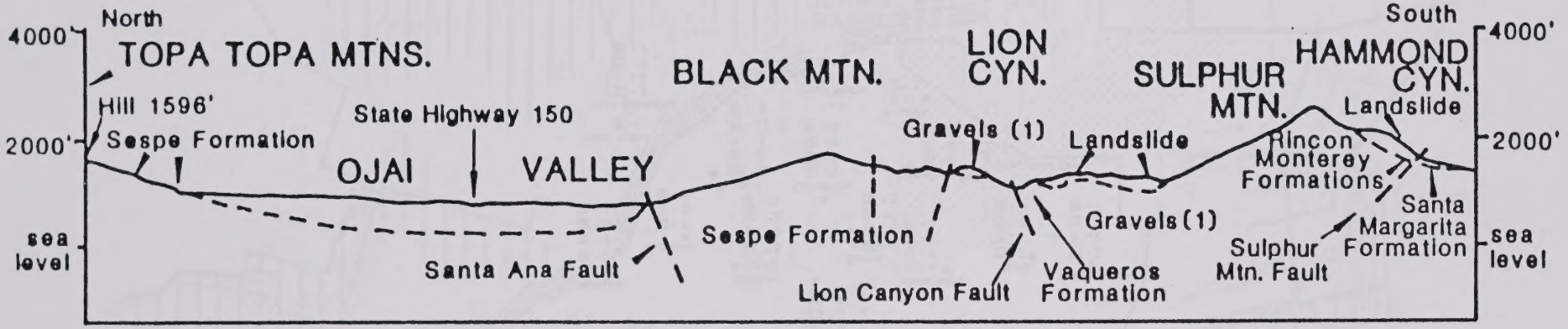
SOURCE: VENTURA COUNTY MULTI-HAZARD FUNCTIONAL PLAN

EXHIBIT S-2

APPENDIX B

MASTER ENVIRONMENTAL ASSESSMENT (MEA) MAPS


GENERAL PLAN



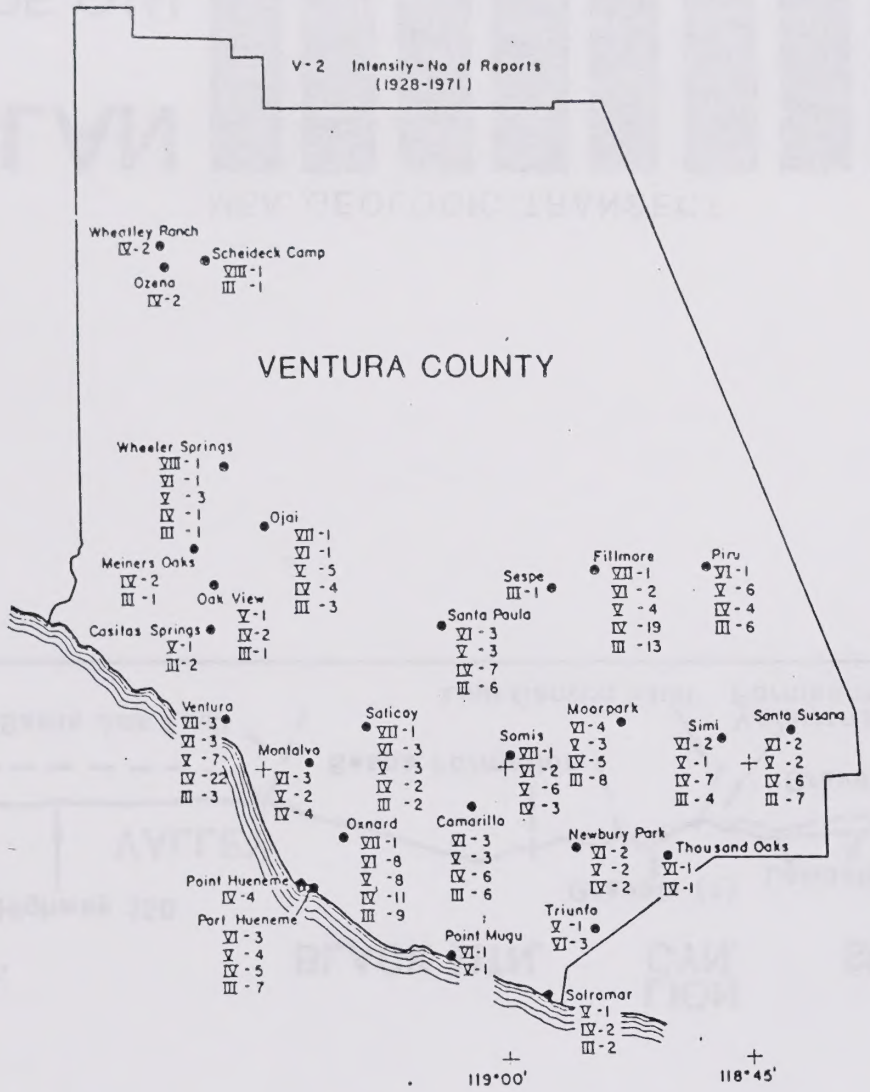
MEA: GEOLOGIC TRANSECT

GENERAL PLAN

CITY OF OJAI

SOURCE: COUNTY OF VENTURA

EXHIBIT GEO-1



NOTE: INTENSITY DESCRIBED USING MODIFIED MERCALLI SCALE.

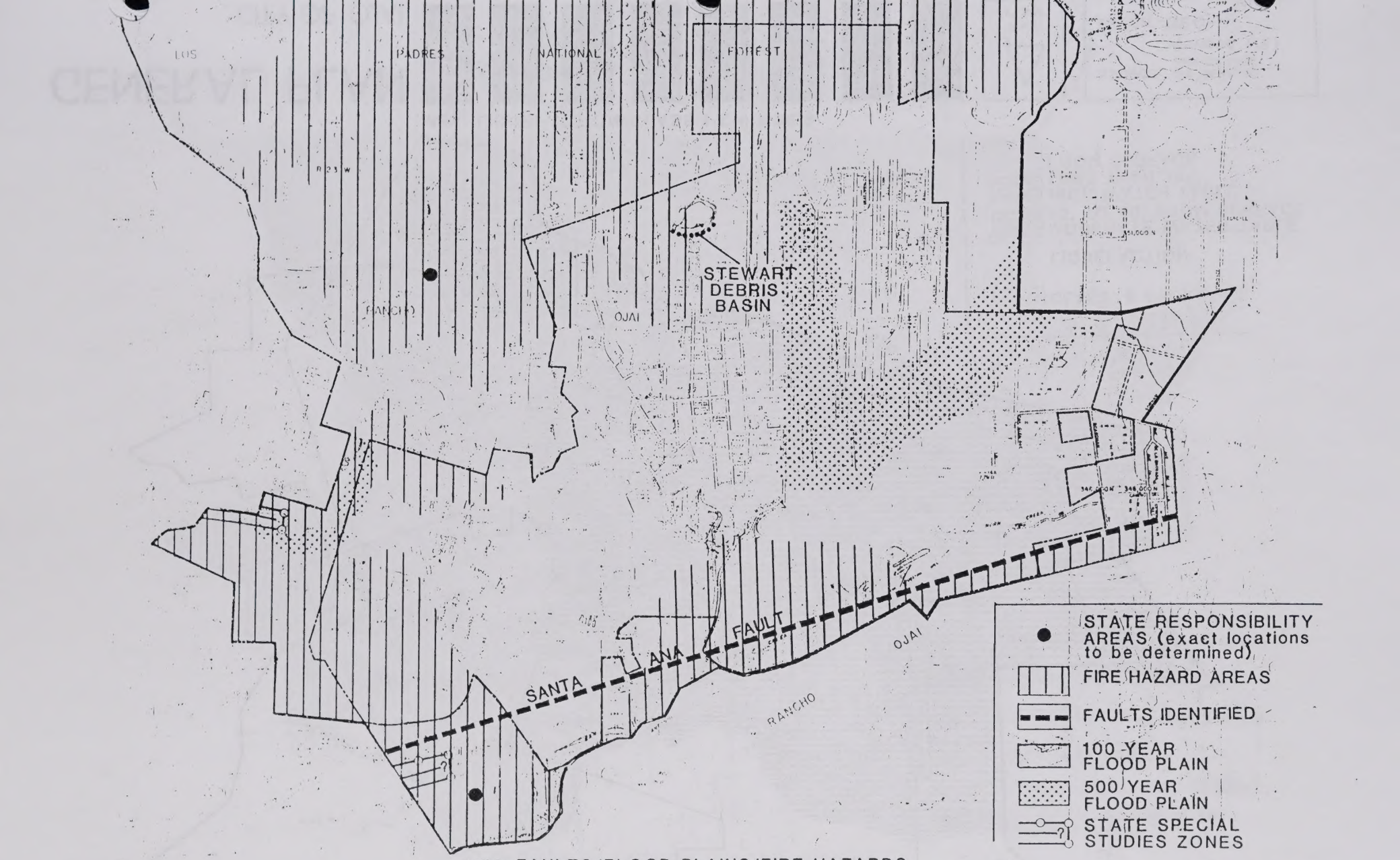
MEA: EARTHQUAKE LOCATIONS AND INTENSITIES

GENERAL PLAN

CITY OF OJAI

SOURCE: COUNTY OF VENTURA

EXHIBIT GEO-2



MEA: FAULTS/FLOOD PLAINS/FIRE HAZARDS

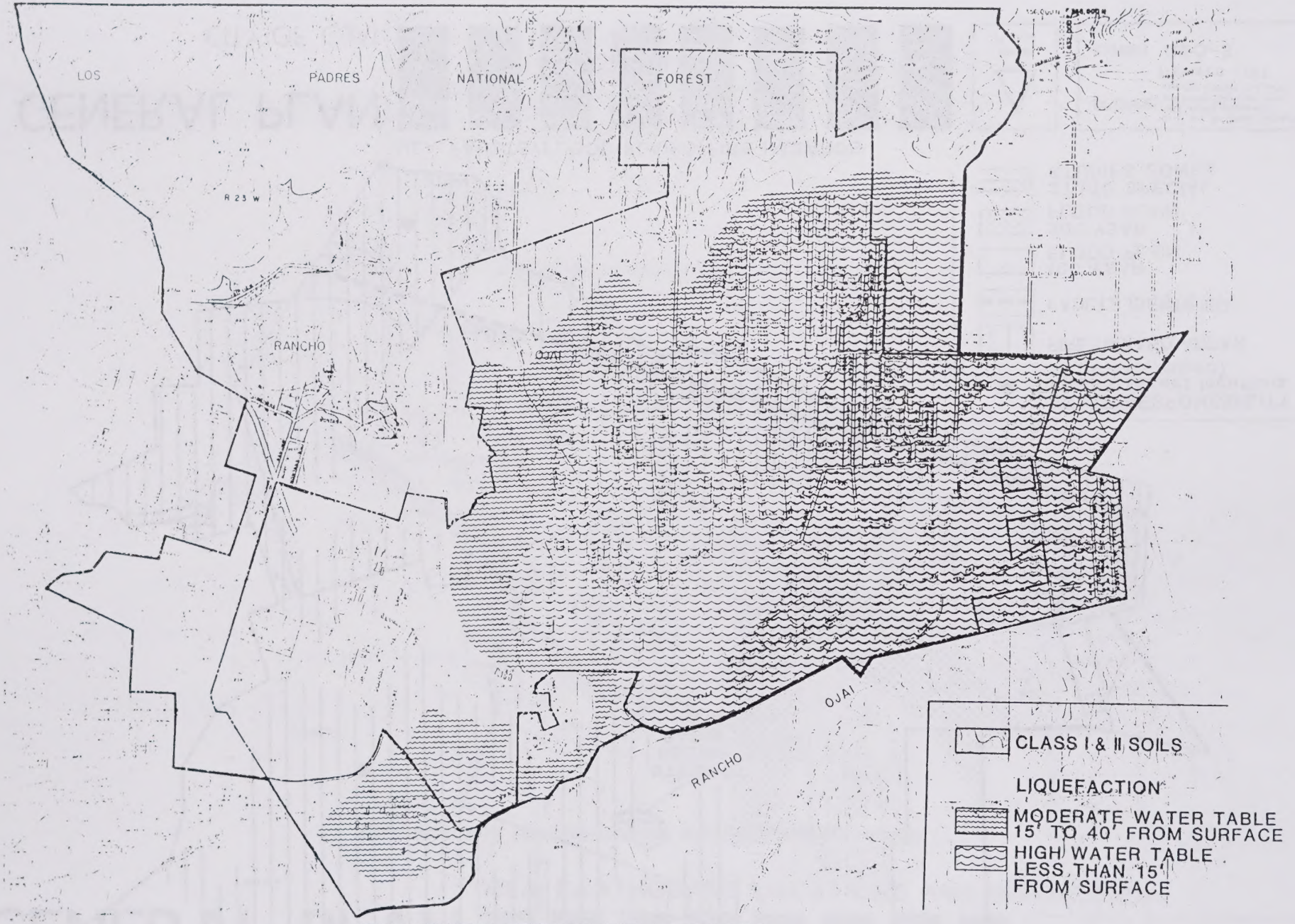
GENERAL PLAN

CITY OF OJAI

SCALE: 1"=2000'

SOURCE: CALIF. DIV. OF MINES & GEOLOGY
1975 FLOOD INSURANCE ADMINISTRATION (HUD 1985)
VENTURA COUNTY FIRE DEPT.
Revised 1/91

EXHIBIT GEO-3



MEA: LIQUEFACTION/CLASS I & II SOILS

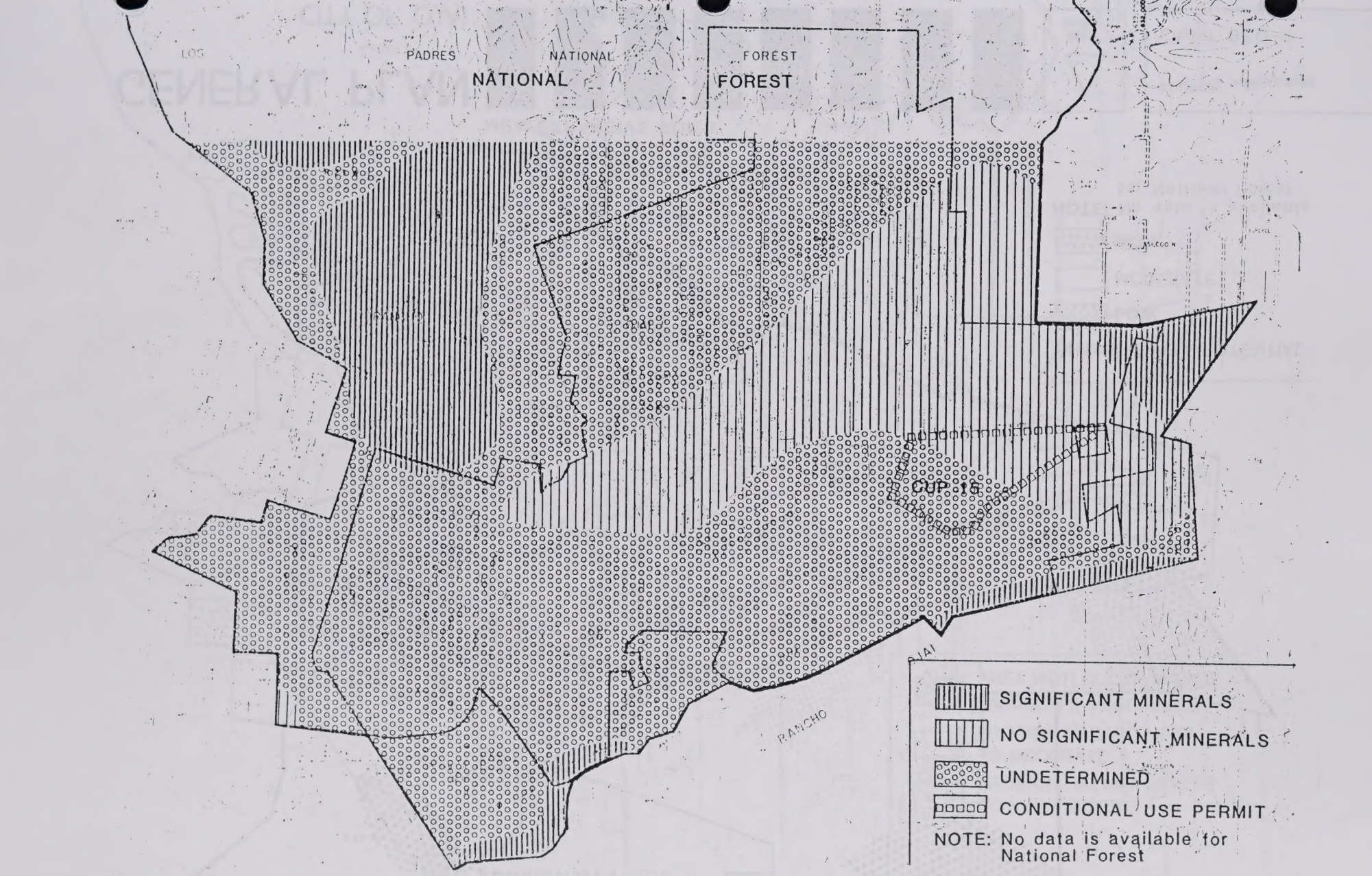
GENERAL PLAN

CITY OF OJAI

SCALE: 1"=2000'

SOURCE: U.S. DEPT. OF AGRICULTURE
Revised 1/91

EXHIBIT GEO-4



MEA: MINERAL RESOURCES/OIL PERMITS

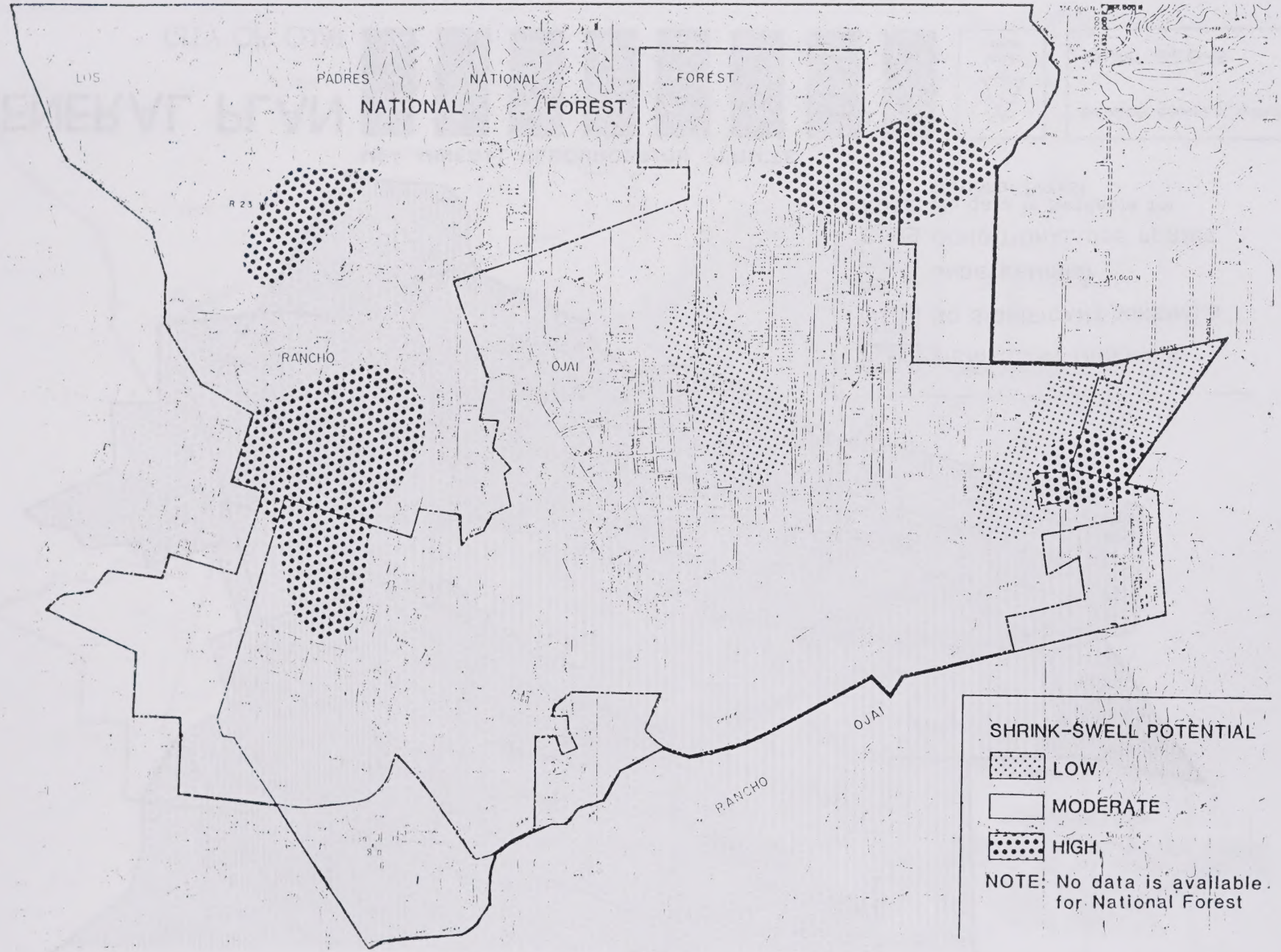
GENERAL PLAN

CITY OF OJAI

SCALE: 1"=2000'

SOURCE: COUNTY OF VENTURA

EXHIBIT GEO-6



MEA: EXPANSIVE SOILS

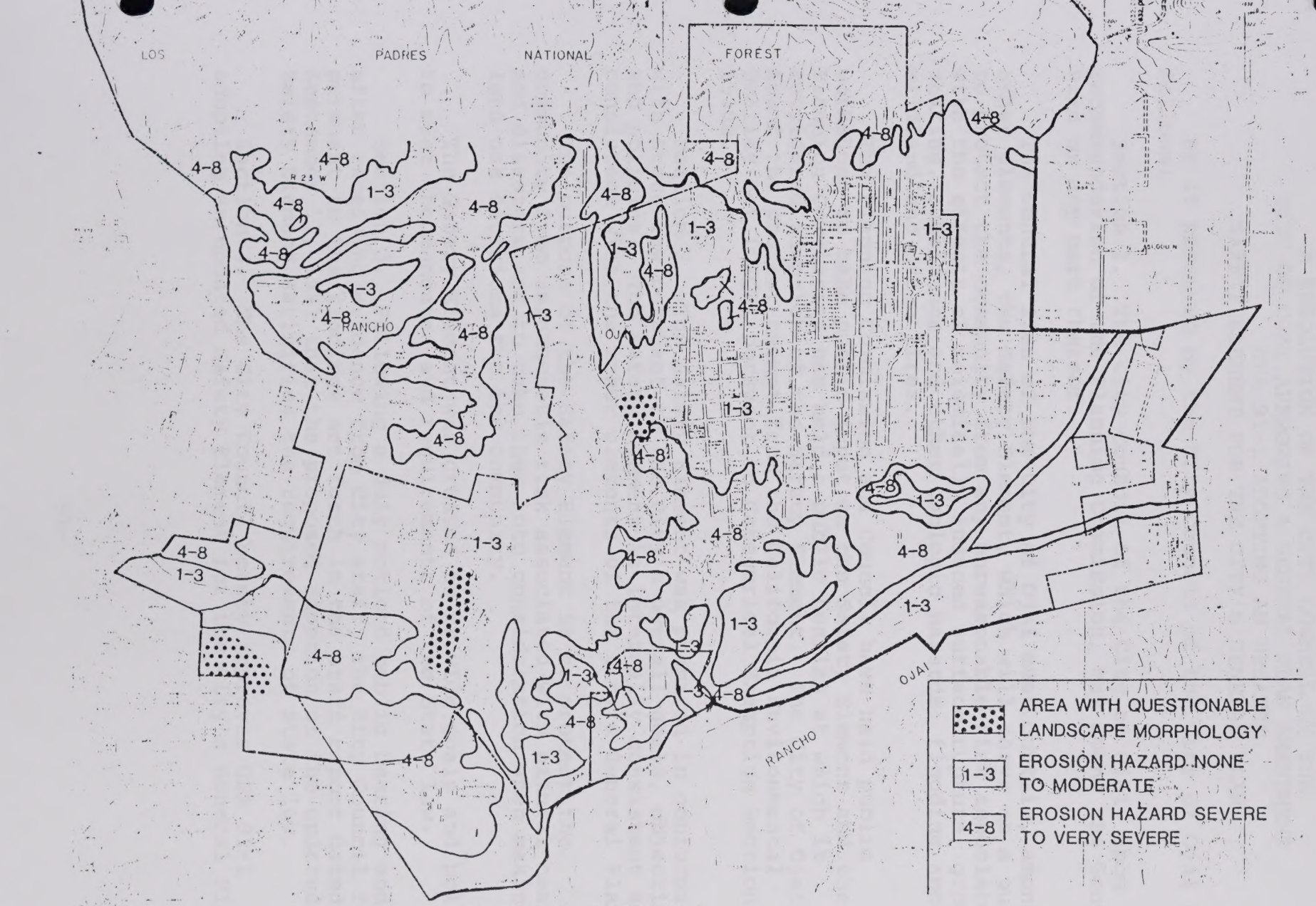
GENERAL PLAN

CITY OF OJAI

SCALE: 1"=2000'

SOURCE: AGRICULTURE

EXHIBIT GEO-9



MEA: EROSION HAZARDS

GENERAL PLAN

CITY OF OJAI

SCALE: 1"=2000'

SOURCE: CALIF. DIV. OF MINES & GEOLOGY
Revised 1/91

EXHIBIT GEO-10



RESOLUTION NO. 91-28

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OJAI APPROVING A GENERAL PLAN AMENDMENT GPA 91-1 ADOPTING AN UPDATED SAFETY ELEMENT FOR THE CITY'S GENERAL PLAN

BE IT RESOLVED by the City Council of the City of Ojai as follows:

Section 1. The City Council of the City of Ojai, upon recommendation of the Planning Commission, may amend the General Plan or any part thereof.

The General Plan of the City of Ojai must contain, among other elements, the Safety Element, which will serve as a guide to protect the community from any unreasonable risk associated with the effects of seismically induced surface rupture, ground shaking, subsidence and other geologic hazards; flooding and wildland and urban fires.

The Planning Commission and Council have held public workshops to take public input on the Safety Element and the Planning Commission has held a public hearing at which it considered adoption of the Safety Element. The City of Ojai has found the project exempt from the California Environmental Quality Act (CEQA) pursuant to Categorical Exemption Section 15308.

Section 2. The Safety Element was prepared in conformance with State law pursuant to the City's overall goals, objectives and policies. The Safety Element is internally consistent and consistent with the other elements of the City's General Plan.

The purpose of the Safety Element is to protect the community from unreasonable risk associated with natural hazards and disasters and to take them into consideration when making land use decisions for the community.

The Safety Element was created to provide goals and policies to meet the mandates and requirements of the State law.

Section 3. Following a duly noticed public hearing and after receiving evidence from City staff, the City Council finds, pursuant to the findings set forth in the staff report dated September 17, 1991 that the proposed adoption of the updated Safety Element satisifies the requirements of State law.

Section 4. The City Council hereby approves GPA 91-1 adopting an updated Safety Element for the City's General Plan.

STATE OF CALIFORNIA)

COUNTY OF VENTURA)

CITY OF OJAI)

I, CYNDI REYNOLDS, City Clerk of the City of Ojai do hereby certify that the above and foregoing Resolution was duly passed and adopted by the City Council of said City at a regular meeting thereof held on the 24th day of September, 1991 by the following vote:

AYES: Loebl, Mckinney, Shelley, Olsen, DeVito

NOES: None

ABSENT: None

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official Seal of said City this 24th day of September, 1991.

Cyndi Reynolds

City Clerk of The City of Ojai

(SEAL)

Resolution No. 91-28

Conservation Element

INTRODUCTION

BACKGROUND AND PURPOSE OF THE ELEMENT

The Conservation Element of the Ojai General Plan was prepared in conformance with State, law and pursuant to the realization of the City of Ojai General Plan overall goals, objectives and policies. The Element identifies natural resources; defines issues pertaining to the preservation of resources; formulates goals and objectives aimed at conservation of resources; and established policies and programs to implement objectives of long-term preservation and wise utilization of resources.

The purpose of the Conservation element is to define the City's resource conservation goals and to establish tools and mechanisms to obtain the desired goals. The Conservation Element, in combination with the Ojai Open Space Element, is formulated to guide the long-term management of the resources within City boundaries and to establish policy guidelines in its planning area. An inventory of these resources is provided in the Ojai Master Environmental Assessment (MEA). From the MEA's resource inventory, goals, policies and programs were formulated to ensure sound management and proper utilization and conservation of all resources of the City and preserved Ojai's unique living environment.

ASSUMPTIONS/DEFINITIONS

The Conservation Element of the Ojai General Plan has been prepared pursuant to requirements of State Law. The Element is in conformance with the overall General Plan goals of the City of Ojai and has been formulated in a manner to implement the goals.

As a premise to the establishment of the General Plan Conservation Element and its goals and policies, an outline of definitions and assumptions used to create the Conservation Element is provided below:

- Conservation involves a recognition and respect of all the earth's resources, in that their management and preservation is the responsibility of our fellow man for use and appreciation by future generations.

- Conservation assumes that all things are either existing or potential resources. Most resources are finite and if they are to be expended, it should be done in a prudent and judicious manner.

- Conservation inherently respects the inter-relationship between needs for utilization and resources. It further establishes priorities which will

determine how resources will be conserved or utilized for the long-term benefit of all living things.

LEGAL AUTHORITY

Under State Law, a City is responsible for preparing a comprehensive General Plan for the long-term physical development of the City. Section 65302, pertaining to required Elements of the General Plan, states the following:

"The General Plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The Plan shall include the following elements:

A Conservation Element for the conservation, development. and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the Conservation Element including waters shall be developed in coordination with any countywide water agency and with all district and City agencies which have developed, served, controlled, or conserved water for any purpose for the County or city for which the plan is prepared. The Conservation Element may also cover:



(1) The reclamation of land and water.

(2) Flood Control.

(3) Prevention and control of the pollution of streams and other waters.

(4) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.

(5) Prevention, control, and correction of the erosion of soils, beaches, and shores.

(6) Protection of watersheds.

(7) The location, quantity, and quality of the rock, sand, and gravel resources."

The Index Matrix within the Introduction Section of this General Plan provides an index/reference of State General Plan requirements and under which sections of the Ojai General Plan the State requirement is fulfilled.

ISSUES AND NEEDS

OVERVIEW

The Ojai Master Environmental Assessment (MEA) provides an inventory of all resources in the Ojai Sphere of Influence. Resources are defined, located and evaluated in the MEA text and its associated maps. Issues pertaining to these topics are discussed in this section. Goals, Policies and Implementing Programs for preservation of the following resources are established in the Conservation Element, based on the data of the MEA.

- **GEOLOGICAL RESOURCES**
  - **Important Farmland**
  - **Mineral Resources**
- **WATER/WATERSHEDS**
- **BIOLOGICAL RESOURCES**
- **CULTURAL/HISTORIC RESOURCES**
- **AIR QUALITY**
- **SCENIC VIEWS/AESTHETICS {Conservation and Open Space Elements)**
- **RECREATIONAL AMENITIES {Recreation Element)**

General Plan issues that relate to conservation of the above resources are based on the MEA Inventory. Major issues which initiated the Conservation Element's goals and policies are summarized below.

GEOLOGIC RESOURCES

Geologic resources and associated issues in Ojai include:

- **Important Farmlands** utilized in agriculture which are valued as significant soil resources. Preservation of these designated Important Farmland resources is essential for the continuing land use and environmental balance in Ojai.
- **Mineral and Oil Resources** which are valued as significant soil resources.

Preservation of these important resources is essential for the continuing land use and environmental balance in Ojai.

GOALS, POLICIES AND IMPLEMENTING PROGRAMS

INTRODUCTION

The following conservation goals, objectives, policies and programs are presented in a manner to enable the reader to perceive the underlying intent of each goal, and to further understand the methods (policies and programs) by which the City will realize the General Plan's conservation goals and objectives. Goals have been established for each Issue/Need previously indicated. Goals related to Scenic Values/Aesthetics and Recreational Resources are contained in the Open Space and Recreation Elements.

GENERAL

IN PLANNING FOR THE FUTURE OF THE OJAI, IT SHALL BE THE OVERALL GOAL OF THE CITY TO PROVIDE FOR THE PRESERVATION AND PROPER UTILIZATION OF NATURAL AND CULTURAL RESOURCES TO MAINTAIN AND ENHANCE THE QUALITY OF THE NATURAL LIVING ENVIRONMENT AND NATURAL BEAUTY OF THE AREA.

Policy: The City shall implement the State requirements for development of a Conservation Element. The Element will be integrated into a unified General Plan that reflects the complex relationship between resources, conservation and community needs.

Program: Continue consideration of State General Plan requirements in formulation of specific conservation and general programs of the General Plan.

Program: Provide an index in the Element of State requirements and reference text where requirements are fulfilled.

Program: Establish appropriate standards and criteria for the conservation and use of natural and cultural resources.

Policy: Identify, locate and evaluate the status of the City's natural and cultural resources as they relate to natural and human needs.

Program: Maintain an inventory of the City's resources and pursue their conservation.

Program: Utilize the City's Master Environmental Assessment an update it when necessary to maintain an up-to-date inventory and valuation of resources.

Policy: Identify and evaluate those entities currently responsible for the management of the City's resources as an initial step in the development of a total "conservation system".

Program: Establish and maintain correspondence and coordination with governmental agencies and other involved organizations in pursuit of programs to conserve natural and cultural resources.

Program: The following agencies and organizations, at a minimum, shall be contacted for their input into the City's Conservation Element. Further, when new programs are considered, applicable agencies shall be contacted for involvement.

- U.S. Forest Service
- California State Department of Conservation
- County of Ventura

Policy: Formulate a land use pattern that takes optimum advantage of natural and cultural resources in the Ojai Planning Area.

Program: Integrate all General Plan goals and policies to respect and consider goals and policies of the Conservation Element.

Program: Verify consistency between Land Use designations (specifically open space and recreation) and policies of the Conservation Element pertaining to preservation of resources.

Program: Develop a general plan/zoning matrix chart in the Land Use Element of the General Plan.

Program: Provide general plan conformance sections related to all Elements in any major project staff reports.

Program: Review the Land Use Element at regular intervals to assure compliance with conservation goals.

GEOLOGIC RESOURCES: IMPORTANT FARMLAND

IN ALL FUTURE DECISIONS, IT SHALL BE THE GOAL OF THE CITY OF OJAI TO PROTECT IMPORTANT AGRICULTURAL LANDS FROM FUTURE URBANIZATION.

Policy: **Recognize and incorporate the Ventura County Important Farmlands classification system into City programs pertaining to preservation of agricultural lands.**

Program: Adopt a farmland classification system of all agricultural land within the City Planning Area., and create an" Agricultural Overlay" designation in the General Plan Land Use Element Map that will provide for the preservation of all important farmlands within the City Sphere of Influence. Relevant factors shall be soil type, crop importance and value, location and longevity of agricultural worth.

Policy: **Preserve "Prime", "Statewide" and "Local" agriculturally significant land in agricultural use in large parcels and contiguous geographic areas.**

Program: To the maximum extent feasible, maintain Prime, Statewide and Local farmland parcels to a size of 40 acres or more, and respect recommendations of the MEA pertaining to agricultural preservation.

Program: Incorporate criteria established in the General Plan Land Use Element pertaining to Agricultural Use into a formal Agricultural Conservation Program for preservation and proper utilization of farmland in Ojai.

Program: Promote the preservation of "Unique" Farmland currently in avocado and/or citrus production.

Policy: **Encourage actions such as agricultural zoning and use or the Williamson Act.**

Program: Preserve existing agriculture in isolated areas (i.e. on cultivated hillsides surrounding the community), on flood plains and unique areas capable of average or better than average crop yields.

Program: Make information available at City Hall to all land holders related to the Williamson Act.

Program: Identify all properties within the City where farm activities take place.

Policy: Encourage conservation or agricultural land in the adjacent and nearby surrounding areas to the City.

Program: The City shall maintain existing programs and pursue cooperative programs with the County of Ventura (i.e. greenbelt agreements) regarding farmland preservation.

Program: The City shall promote cooperation with public and private entities for agricultural preservation.

Policy: The City shall encourage the following activities in agricultural areas:

- Planting of suitable vegetation for soil stability and to maximize absorption capabilities;
- Utilization of broad, gentle sloping waterways in agriculture;
- Prevention of overgrazing;
- Soils testing on proposed development sites prior to project approval to determine soil type and degree of erosion hazard;
- Utilization of proper grading techniques in areas in or near agriculture where slopes could be conducive to erosion.

Program: The City shall Support the ongoing programs of the U .S. Soil Conservation Service, California State Department of Conservation, and local Farm Bureau.

Policy: Separate agricultural and urban uses so that efficient agricultural practice (crop dusting, fertilization, mechanical harvesting) can be accomplished without danger or nuisance to residential areas and without adverse effects on sensitive crops.

Program: The City will review its Land Use Element for appropriateness of land designations.

Program: The City will adopt resolutions requesting that the County zone

all important farmland within the Area of Interest for agricultural use with a minimum lot size of 40 acres.

GEOLOGICAL RESOURCES: MINERAL

PRESERVE MINERAL AND OIL RESOURCES WITHIN THE CITY AND ITS AREA OF INTEREST.

Policy: The City shall identify and locate important mineral and oil resources in the area and discourage urbanization of those areas.

Program: A "Mineral Resources Overlay" shall be incorporated into the General Plan for long-term conservation of land that has mineral and oil resources. The location, type and importance of the resource as identified and evaluated in the Ojai MEA shall be used as the basis of the Overlay.

Policy: The City of Ojai shall discourage any use or excavation of mineral and oil resources within the City and its Area of Interest.

Program: The City shall not approve or encourage any development of mineral and oil extraction activity within the City and its Area of Interest.

Program: The "Mineral Resources Overlay" shall be the identification basis of preservation areas discussed above. No development will be allowed in areas identified with a mineral resource value.

Program: The City shall adopt a resolution requesting that the County prohibit mineral and oil resource recovery within the Ojai Area of Interest.

WATER/WATERSHEDS

THE CITY OF OJAI SHALL STRIVE TO PRESERVE THE QUANTITY AND ENHANCE THE QUALITY OF WATER RESOURCES THAT MAY AFFECT THE OJAI VALLEY.

Policy: The City shall ensure that adequate supplies of water be available to all City residents and uses requiring water.

Program: Coordination between the City and all water agencies and companies shall be maintained and the City shall work together with any involved entities to enhance the quality and quantity of water in the Ojai Valley.

Policy: The City shall identify the sources and availability of water, flood potential, and sources of potential damage to the City's water supply and quality in order to maintain the optimum quality of water In the City and its watershed.

Program: The City shall continuously or periodically update its data relating to water supply and quality in the Ojai Valley.

Program: The Ojai MEA shall be periodically updated to ensure a current data inventory of:

- o sources and availability of water;
- o flood control hazard areas;
- o erosion areas and erosion control measures;
- o drainage systems;
- o protection of watersheds;
- o affected and interested water agencies in the Valley;

Policy: The City shall strive to protect natural watersheds, drainage beds and water recharge areas and rebuild those damaged to achieve recovery of local water and the preservation of water systems.

Program: The MEA shall identify these areas and the City shall prohibit development within or adjacent to any areas that may be associated with water resource or distribution values.

Program: The Open Space Element shall identify all significant natural watersheds, drainage beds and recharge areas for consideration as permanent open space.

BIOLOGICAL RESOURCES

THE OVERALL GOAL OF THE CITY OF OJAI SHALL BE TO PROTECT AND ENHANCE ALL SIGNIFICANT BIOLOGICAL RESOURCES.

IN PLANNING FOR THE FUTURE OF OJAI IT SHALL BE THE

OBJECTIVE OF THE COMMUNITY TO:

1. **ALLOW NO LOSS OF EXISTING RESOURCE VALUE, WITH THE INTENTION OF PROTECTING RESOURCES THAT ARE UNIQUE AND/OR IRREPLACEABLE IN THE REGION.**

2. **ALLOW NO NET LOSS OF IN-KIND RESOURCE VALUE (WHILE MINIMIZING LOSS OF EXITING RESOURCE VALUE), INTENDING TO PROTECT RESOURCES WHICH ARE RELATIVELY SCARCE, OR ARE BECOMING SCARCE ON A REGIONAL BASIS.**

3. **MINIMIZE LOSS OF RESOURCE VALUE, INTENDING TO PROTECT RESOURCES WHICH ARE RELATIVELY ABUNDANT, BUT ARE IMPORTANT OR ARE OF MODERATE VALUE TO REGIONAL ECOSYSTEMS.**

Policy: Identify and protect biological resources within the City and its Area of Interest.

Program: Establish an inventory in the Ojai MEA that identifies important biological resources in the region, categorizes biological resources as associated habitat areas and ranks areas within the City Planning Area according to biological sensitivity (i.e. high, moderate, or low biological significance).

Program: Disallow development and urbanization in areas having biological resources (identified in the Ojai MEA with high or moderate significance) or in areas nearby these identified areas.

Program: Coordinate with local and regional agencies, organizations and citizens to preserve to the maximum extent feasible, the Ojai Valley's biological diversity and natural health.

Program: Pursue correspondence with local and regional agencies organizations and citizens to obtain biological information and educate the public on matters pertaining to biological resources, values and the importance of natural diversity and its overall long-term benefits.

Program: The City shall have available to the public all information contained in the MEA pertaining to biological resources in the area, and shall encourage the use of the information for use in public education.

Program: The City will consult the Department of Fish and Game and the current Habitat Conservation Plan in order to formulate appropriate mitigation strategies prior to the approval of development in any area designated with high or moderate significance in the MEA.

Policy: The City will require a biological investigation prior to development within any habitat areas identified in the Ojai MEA. The study will focus on the condition of the habitat, the abundance and diversity of wildlife and relative biological significance of the area.

Policy: The City shall preserve to the extent feasible all Oak and Sycamore trees within and adjacent to the community.

Program: The City will continue to enforce the Tree Removal Permitting process.

Program: The City will develop circulation standards respective of all biological resources.

Program: The City will prohibit modification of significant water sources.

Policy: It shall be the policy of the City of Ojai to allow no loss of existing resource value for rare, endangered and unique species habitat, except to provide for the maintenance of flood control facilities.

Program: Identify /delineate the extent of existing habitat area and preserve as permanent open space.

Program: The City will consult the State Department of Fish and Game (DFG), U .S. Fish and Wildlife Service (USFWS), in accordance with the intended goals of the Federal Endangered Species Act of 1973 and California Endangered Species Act of 1970, and other qualified biologists to determine the need for additional species-specific actions. Such actions may include:

- Screening and setbacks from habitat areas, as in the case of highly sensitive wildlife species, to allow continued use of entire habitat available;

- Upon reviewing development applications the City should consider the us of fencing or other means of controlling access to habitat areas, as in the case of fragile flora or wildlife habitat.

Program: The City will review the Open Space and Land Use Elements and designate these rare, endangered and unique species habitat areas for open space uses only.

Policy: It shall be the policy of the City of Ojai to allow no loss of existing resource value for regionally significant Oak Woodland/Savannah.

Program: The City will prepare an oak and sycamore tree preservation and management plan to identify/delineate the extent of existing habitat and to provide specific guidelines for their preservation as permanent open space. Preparation of the plan should include consultation with DFG through required notification process (Sections 1601-1606, California Fish and Game Code) and the U.S. Army Corps of Engineers (COE) permit process (Section 404, Clean Water Act), if applicable, to determine additional protective actions, such as:

- The use of fencing and other means of controlling access and disturbance to maintain values of the habitat;
- Diversions or control of increased flood runoff from adjacent and upstream urban developments to prevent the scouring of bottom and bank vegetation;
- Maintenance of existing water supply for the continued support of habitats.

Note: In some cases, these measures may not be adequate or feasible due to the presence of irreplaceable flora or physical habitat features.

Program: The City will review the Recreation, Open Space and Land Use Elements of the General Plan and designate those regionally significant Oak Woodland/Savannah areas for Open Space, Recreation and/or low density residential uses.

Policy: The City shall allow no loss or the existing resource value or regionally significant riparian habitat.

Program: The City will prepare a riparian preservation and management plan to identify/delineate the extent of existing habitat and provide specific guidelines to preserve as permanent open space. Preparation of the plan should include consultation with DFG through required notification process (Sections 1601-1606, California Fish and Game Code) and the U.S.

Fish and Wildlife Service pursuant to the U .S. Army Corps of Engineers (COE) permit process (Section 404, Clean Water Act), if applicable, to determine additional protective actions, such as:

- Setbacks and edge screening of adjacent development to allow continued use of entire habitat available by wildlife;
- The use of fencing and other means of controlling access and disturbance to maintain habitat values;
- Diversions or control of increased flood runoff from adjacent and upstream urban developments to prevent the scouring of bottom and bank vegetation;
- Maintenance of existing water supply for the continued Support of habitats.

Program: The City will review the Recreation, Open Space and Land Use Elements and designate these riparian habitat areas for Open Space and/or Recreational uses.

Policy: It will be the policy or the City or Ojai to allow in Woodland/Brushland Ecotone areas no loss or existing resource value within "core" oak woodland and sycamore tree areas while minimizing/limiting loss or remaining existing resource value.

Program: The City will preserve 60 percent of its brushland habitats, according to the following guidelines:

- Retain brushland habitats in large (40 acres minimum), contiguous habitat configurations.
- Retain corridors/links of native vegetation between habitat enclaves.
- Include oak/riparian buffer zones as a portion of the area preserved.
- Place lowest intensities of use, greenbelts or recreation open space adjacent to preservation areas.

Program: The City will review the Open Space, Recreation and Land Use Elements and designate these Woodland/Brushland Ecotone areas for Open Space, Recreation and/or Low Density Residential uses.

Policy: It will be the policy of the City of Ojai to minimize loss of resource value of locally significant stands of oak and sycamore trees.

Program: The City will retain for aesthetic and cultural value significant stands of oak and sycamore trees. Following are guidelines for developing in and around such trees.

- The area within the dripline of oak trees should not be disturbed.
- No impervious surfaces should be placed beneath these trees that will prevent soil aeration and root respiration.
- To avoid root-rot and disease, no landscape ground covers requiring year round irrigation shall be planted on new development parcels.
- Grading around oak and sycamore trees should not change the ground grade and drainage patterns in order to avoid the impoundment of water and subsequent root rot.
- Heavy equipment should not be operated beneath oaks and sycamores in order to avoid soil compaction and root suffocation.
- Trenching for the installation of utilities should avoid the root zone of oak and sycamore trees.

Program: The City will review the Recreation, Land Use and Open Space Elements and designate these oak and sycamore tree habitat areas for open space recreation and/or low density residential uses.

Policy: It shall be the policy of the City of Ojai to minimize the loss of resource values of locally significant stands of native brush land consistent with the best practiced methods for fire protection.

Program: The City will retain 20 percent of brushland areas as natural open space in the form of a network of contiguous corridors, preferably around and along drainage Courses. Individual corridors to be retained in natural condition must be no less than 100 feet wide in order to be effective.

Program: The City will review the Recreation, Open Space and Land Use Elements to allow only open space, recreation and low density residential land uses in these native brushland areas.

CULTURAL RESOURCES

IT SHALL BE THE OVERALL GOAL OF THE CITY TO PROVIDE THE LONG-TERM PRESERVATION OR PROPER SCIENTIFIC INVESTIGATION OF ALL KNOWN AND POTENTIAL CULTURAL RESOURCES WITHIN THE OJAI AREA OF INTEREST .

Policy: **The City shall develop programs to identify and analyze known cultural resources, attempt to discover potential resources and plan for their appropriate examination and disposition.**

Program: An updated record/literature search and an on-foot archaeological survey (where warranted) will be conducted in conjunction with the preparation of any development proposal provided that an adequate survey has not been conducted previously.

Program: A limited test-level investigation will be conducted for all cultural resource sites that have not previously undergone adequate testing prior to the approval of any development proposals with the immediate area.

Program: Within any development proposal area, a mitigation program for cultural resource will be formulated and implemented prior to the issuance of any grading or demolition permit.

Program: Archaeological monitoring during grading will be required in areas where significant cultural resources have been identified or are expected to occur .

Policy: **The City shall attempt to preserve all Historical buildings/resources designated by the City Council and shall strive to identify and preserve potential historical resources.**

Program: The City shall prepare and maintain a historical resources inventory that identifies and evaluates historical resources in the City.

Program: No demolition or alteration of designated historical buildings or properties shall occur in the City unless they are declared unsafe by the City or unless notice has been given consistent with City Ordinances. This program shall be adhered to by verification prior to the issuance of a demolition permit. Historical resources shall be registered and preserved, according to appropriate Federal, State and/or Local guidelines, for the long-term benefit of City residents.

AIR QUALITY

IT SHALL BE THE OVERALL GOAL OF THE CITY TO ELIMINATE ALL AIR POLLUTANTS IN OJAI VALLEY.

Policy: Respect the Ventura County Air Quality Management Program (AQMP) by incorporating the procedures, requirements and standards of the AQMP into City policy.

Program: The City of Ojai shall respect the County of Ventura AQMP and require compliance as a minimum of any development project with the AQMP prior to approval.

Program: The City Housing and Land Use Elements shall be reviewed for consistency in accordance with State Law. Said review shall always respect Conservation Element goals.

Program: The City of Ojai will respect and adopt provisions of the Federal Clean Air Act, associated State Air Resources Board requirements and pursuant County of Ventura Air Quality Management Program.

Policy: The City will monitor and control growth and development that can inhibit air quality goals.

Program: The City shall review all development applicants in the community via the Growth Management Ordinance.

Program: The City shall continue cooperative programs with Ventura County to the extent feasible in the review of development applications.

Program: Provisions of the City Growth Management Plan (Ordinance No. 571) and other applicable ordinances in the City of Ojai shall supersede the County AQMP in limiting growth and development in Ojai where said ordinances apply more stringent standards to the preservation of air quality.

Policy: The City shall support any regional effort to improve air quality throughout Ventura County and State of California.

Program: The City shall cooperate with, and provide assistance to, regional agencies, when necessary, during efforts to obtain data in regional activities for quality improvement programs.

SCENIC VIEWS/ AESTHETICS

(Also refer to the Open Space Element of the Ojai General Plan).

IT SHALL BE THE OVERALL GOAL OF THE CITY TO PRESERVE THE AESTHETICALLY PLEASING ENVIRONMENT AND NATURAL SCENIC BEAUTY THROUGHOUT THE OJAI VALLEY.

Policy: **The City shall not support any activity associated with the degradation or the natural scenic character or the Ojal Valley and shall actively pursue the preservation or vistas and natural beauty or the Ojal whenever possible.**

Program: View corridors, prominent visual amenities in the Valley (including Topa Topa Ledge and Chief Peak) and other aesthetic amenities shall be identified as natural resources in the Ojai MEA. These resources and surrounding or affected areas shall be preserved as natural open space whenever possible.

Policy: **Preserve the natural features of the Valley and general environmental characteristics of the hillside areas with minimum disturbance to native habitat.**

Program: Promote the identification of buffer areas between any identified natural or aesthetic resources and urban development.

Program: A "Scenic Overlay" shall be incorporated into the GeneralPlan. The Overlay shall be used as reference material and resources data base in the preparation and evaluation of environmental documents pertaining to development proposals in Ojai.

Policy: **The City shall recognize local and regional efforts and programs regarding preservation of natural and scenic resources and shall utilize all available techniques to preserve these resources in the Ojai Valley.**

Program: The City shall explore methods in the State of California Constitution and Codes to pursue public easements and other manners in which to preserve scenic resources.

Program: Article 13b, Section 8 of the State Constitution aimed to preserve open space for its use and enjoyment of natural resources and scenic beauty and recreation shall be implemented in the City of Ojai.

Further, open space easements as allowed under State Code shall be pursued (see also Ojai Open Space Element).

RECREATIONAL AMENITIES

(Refer to the Recreation Element of the Ojai General Plan)

Recreation Element

INTRODUCTION

BACKGROUND AND PURPOSE OF THE ELEMENT

The recreational amenities of Ojai Valley have been long valued by local residents and visitors alike. The natural composition of the Ojai Valley facilitates a wide variety of outdoor recreational activities and contributes to the overall beauty of the City and its quality of life. Numerous recreational facilities are available. They range from hiking and horseback riding to tennis and golf.

The amount, distribution, and accessibility of recreational land within a community are important in the development of an adequate park and recreation system. An overall recreation system must be developed with facilities that will meet the diverse needs of all residents. By providing regional and community parks, trails, and other recreational amenities, open recreational spaces contribute to the health and well being of local residents.

The Recreation Element of the Ojai General Plan is a planning tool prepared to meet the recreational needs of the community. These needs have been identified by City staff, the Ojai Parks and Recreation Commission and active community leaders and citizens. The Ojai Parks and Recreation Commission serves the community by voicing the recreational needs of the community and formulating plans, programs and other methods by which to improve the recreational opportunities available to residents. The commission's participation in formulation of this Element reflects future recreational needs and plans of Ojai. The Element is composed of the following planning components:

- Definitions and categories of recreational requirements and opportunities;
- Inventory of existing facilities (included in the Ojai MEA);
- Identification of recreational issues and needs;
- Goals and Policies to guide recreational activities and development;
- Implementing Programs to attain defined Goals and Policies;

ASSUMPTIONS/DEFINITIONS

Base data for the Recreation Element was derived from the Master Environmental Assessment (MEA) Recreation Section. The MEA section provides a complete recreation facilities inventory based on research of existing and proposed recreation

facilities in the Ojai Sphere of Influence (see MEA "Recreational Facilities Matrix"). The MEA Recreation section was utilized to identify recreational issues and needs of the Ojai community. The Goals, Policies, and Programs of this Element were then created in response to the identified issues.

Definitions and examples are provided below as a reference to categorization of, and standards, for recreational facilities in this General Plan Element.

Recreation

Recreation may be defined as the refreshment of one's mind or body through activity that amuses or stimulates.

Park

An area of land set aside for public recreational use is the common understanding of "Park". Two categories of parks discussed in this General Plan include:

Regional/County Parks

These parks include regional facilities operated by the County of Ventura. They attract people from a wide range of age and interest. Examples of County parks in Ojai's Planning Area include Soule Park and Camp Comfort. These widely utilized facilities provide recreational opportunities to Ojai Valley and Ventura County residents.

Local/Community Parks

Local/community parks generally provide facilities to serve the daily needs of a defined neighborhood or community. Facilities may include: open areas for passive recreation; active sport areas, e.g., baseball and court games; and neighborhood activity centers. A local park may be a small neighborhood park (less than 5 acres) such as Daly Park or a larger city park such as Sarzotti Park or Libbey Park and it may have specialized facilities used for community recreation needs.

Trails

Trails are defined in this Element as paths designed to accommodate hiking, horseback riding and bicycling through an area and they may or may not be removed from vehicular traffic.

Trails are categorized in this Element according to function. Types of trails discussed in this General Plan include:

- Hiking
- Equestrian
- Bicycling

In some cases one trail will serve two functions as in the case of a hiking/equestrian trail. These trails may also be used by off-road (mountain) bicycles. Bicycle routes and some equestrian trails may exist on or adjacent to streets; hiking trails occur primarily in the nearby hills of Ojai or the back country of Los Padres National Forest to the north.

Existing and proposed trails, as identified on the Master Plan of Trails of the Recreation Element, are also classified according to purpose. "Primary Trails" are those routes that area portion of a regional system. They are used mostly for recreation but may be used for commuting purposes to locations outside the city. "Secondary Trails" are those located within the city that primarily serve local needs.

Specialized Facilities

These facilities provide specific recreational opportunities for local or regional use. They usually have an individual element of attraction. The facility may exist alone or be within a park, school, or other larger facility, and may be privately or publicly owned and operated. Examples include:

- Arts, Museums, and Cultural Centers
- Auditoriums/Amphitheaters
- Botanical Gardens/Nature Center
- Campgrounds
- Equestrian Centers
- Festival Grounds
- Golf Courses
- School Playing Fields
- Vista Points/Scenic Areas

- Water Activity Areas (e.g. fishing, swimming, boating)

Preserves

An area of land that is highly valued for its natural condition, unique scenic/aesthetic resources, biological resources, geologic phenomena or cultural significance may be classified or considered for designation as a Preserve. It is generally protected in its natural state from extensive urban development in order to maintain or enhance the aesthetic, natural quality of an area. An example of an existing Preserve is the Los Padres National Forest located to the north of Ojai.

LEGAL AUTHORITY

This Element of the General Plan is not mandated by State planning legislation. Instead, the subject of parks and recreation is included as an integral component of two other Elements, namely, Land Use and Open Space. Section 65302(a) of the Government Code of the State of California stipulates that the General Plan shall include:

> "A land use element which designates the proposed general distribution and general location and extent of the land for housing, business, industry, open space, including agriculture, natural resources recreation, and enjoyment of scenic beauty, education,..."

and Section 65560 states that all cities and counties in California must adopt...

> "A local open space plan for the comprehensive and long range presentation and conservation of open space land within its jurisdiction...including, but to, areas of outstanding, scenic, historical and cultural value, areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams, trails, and scenic highway corridors."

Recognizing the important functions served by parks and recreation facilities in the Ojai community, the City of Ojai has chosen to expand this subject into a separate General Plan Element. This approach is permitted by Section 65303 of the California Government Code which states the following:

> "...general plans may include the following element or any part or phase thereof:
>
> (a) A recreation element showing a comprehensive system of areas and public sites for recreation, including the following, and, when practicable, their location and proposed development:

(1) natural reservations

(2) parks

(3) parkways

(4) beaches

(5) playgrounds

(6) other recreation areas."

Although this Element of the General Plan is not mandated, community certification for all federal and most State open space and conservation funding programs requires the preparation of a Parks and Recreation Element.

The Index Matrix within the Introduction Section of this General Plan provides an index/reference of State General Plan requirements and under which sections of the Ojai General Plan the State requirement is fulfilled.

ISSUES AND NEEDS

OVERVIEW

Recreational opportunities in Ojai are numerous. The area is known for its scenic beauty, natural resources and recreational amenities. Types of facilities and activities are defined and categorized in the above paragraphs for reference. An inventory of existing recreational facilities is provided on Exhibit REC-1 of the City of Ojai MEA. The Recreation Element Map further illustrates types and locations of existing and proposed facilities; the Master Plan of Trails depicts existing and proposed bicycle, equestrian and hiking trails.

The General Plan inventory, analysis, and Goals, Policies, and Programs of recreation facilities is divided into four issue areas. General recreation issues and the four areas are discussed in following pages.

GENERAL

Issues regarding the overall recreation services and facilities in Ojai were raised based upon research and analysis of existing conditions. The primary recreation issues in the community are briefly listed below:

- Continuation and enhancement of coordination between the City, County and other involved recreational agencies and organizations and their facilities
- Recreation's role related to tourism in Ojai
- Optimum utilization by the City of the proceeds of the Parkland Recreation Tax in improving Ojai's recreation system
- Funding of the maintenance of all existing and future recreational facilities

PARKS

Numerous parks exist in the Ojai area. These parks consist of public and private facilities that serve local residents and visitors. The parks are generally sufficient to serve existing demands in the Valley.

Park land in the City of Ojai is considered sufficient by standard per capita requirements. However, parks in Ojai are utilized by many non-city residents and by visitors, thus the parks serve more than local residents.

City parks facilities in Ojai are generally considered less than adequate in size and scope to serve near future demands due to their wide usage by local and non-local people. A need has been identified by the community to expand the City's local/community park system. There have been no scheduled major additions to existing city parks facilities in the recent past.

Major issues related to parks in Ojai include:

- Optimum utilization and park development of existing park areas
- Funding the maintenance, enhancement, and expansion of existing and future city park areas
- Identification of potential new park sites and the retainment of that land for future potential park and recreational uses

TRAILS

The three types of trails in Ojai (bicycle, equestrian, hiking) are separate in purpose but often overlap in use (i.e., a hiking/equestrian trail in Los Padres National Forest). As such many interrelated issues have been raised. Trails issues identified below pertain generally to all trails in the Ojai Planning Area. Issues relating to specific bicycle, equestrian, or hiking trails are indicated by that specific trail in parenthesis.

- Formal General Plan designations of all trail systems
- Proper directional signing and marking of established trails
- Connection of all "Primary" Trails to regional trail systems
- Safety in design and use of trails
- Establishment of trail heads and/or staging areas and parking areas (hiking and equestrian)
- Education program to inform the public of opportunities, existence and location of trails
- Establishment of a cross-town connector (equestrian)

SPECIALIZED FACILITIES

Numerous recreational and cultural opportunities exist in Ojai. Specific programs within the City Recreation Department are based in a variety of facilities. Activities are provided from various locations in parks and facilities. The MEA Recreation Facilities Matrix provides an index of all recreation activities in Ojai and lists the activity facilities available in each park or recreation area (see MEA Recreation section).

Many participants in City recreation programs are non-City residents (25% of participants are Ojai City residents). The City Recreation Department programs are popular and are often full or over capacity. Cultural programs are also popular and in need of additional facilities in which to be conducted. The Recreation Department uses schools and other facilities to conduct programs when parkland is not available or appropriate. The City has identified a need to expand the variety of recreational and cultural facilities and programs to satisfy these demands.

County parks are appropriate for use in City programs but often are underutilized. Joint use of facilities could be coordinated with City recreation systems to enable optimum use of facilities. For example a reservation system could be established for use of county parks or schools by City recreation programs. In this way, an equitable system could be established, balancing the provision and use of the area's recreation facilities between the County, City, and other involved parties as appropriate.

The major issues and needs relating to specialized facilities include:

- Additional lighted ball fields
- More efficient/extensive use of school facilities for recreational and cultural arts programs
- Additional recreation classes and organized programs
- Additional fine arts and other cultural programs and activities
- Utilization of all existing facilities within the community to the optimum extent feasible and desirable
- Vista Points and designation of Scenic Areas
- Child-care integration with Recreation Department Program (i.e., babysitting service for children whose parents participate in recreation programs)

- Additional water sports facility (long-term, e.g., pool)
- A new equestrian center (long-term)
- Performing Arts Center with Civic Auditorium, Gallery (long-term)

PRESERVES

Los Padres National Forest provides protected, recreational open space for the area. Recreation issues of concern to the Forest Service and other needs regarding preserves include:

- Coordination between City and Forest Service personnel in planning and operation efforts
- Access from urban areas (northern city boundary) to National Forest land and facilities (including acquisition of rights-of-way through private property to National Forest land)
- Directional and informational signing, parking, and formal establishment of "trail heads" at National Forest trails entrances
- Establishment of new trails in National Forest
- Establishment of new preserves and related facilities in other areas (such as to the south of the City) where potential biological, aesthetic or other recreational or open space values have been identified
- Acquisition of land for new preserves outside established parkland or preserve area
- Public education and awareness of the long-term importance of "Preserves"

GOALS, POLICIES AND IMPLEMENTING PROGRAMS

INTRODUCTION

This section of the Recreation Element sets forth Goals, Policies, and Programs. These were formulated from analysis of the Element's Issues and Needs section. Policies and Programs were created to implement each Goal. The goals, Policies, and Programs are presented in a format to enable the reader to clearly understand how each Goal is to be realized. Overall Recreation Goals are stated first, followed by Goals for each recreation category.

GENERAL

IT SHALL BE THE OVERALL GOAL OF THE CITY OF OJAI TO ADEQUATELY PROVIDE FOR THE RECREATIONAL NEEDS OF OJAI VALLEY RESIDENTS AND VISITORS.

Policy: **The City shall facilitate communication and coordination between recreation agencies and organizations to optimize the area's recreational opportunities.**

Program: The City shall establish a staff level recreation committee. Representatives of Federal, State and County agencies will be invited to attend.

Program: The City shall require non-City residents to pay a proportional share of administrative and park maintenance costs. This will allow them the use of City facilities and programs until a Special District is created.

Policy: **The City shall support and accommodate, where appropriate, the recreation related tourist industry in Ojai as consistent with environmental and quality of life standards in Ojai to the extent that tourism does not compromise other General Plan goals.**

Program: A comprehensive signage program to orient the visitor to all recreational areas and facilities shall be implemented. These signs will be an extension of existing directional signs.

Program: The Ojai visitors information center which is located at the Chamber of Commerce Office shall continue to be used to assist visitor's use in discovering recreation opportunities in the area by providing literature and direction/information assistance.

Policy: **The City shall actively pursue methods to improve and expand existing recreational facilities in Ojai and the Ojai Valley.**

Program: Park and Recreation Tax proceeds shall be utilized to the maximum extent feasible to improve and expand upon parks and recreational facilities.

Program: The City shall encourage Ventura County, school districts and other public agencies and private interests to combine efforts for recreation facilities' improvements to adequately serve the recreational needs of all residents of the Ojai Valley.

Program: The City shall request that the County improve and maintain regional park facilities in the Ojai Valley. Further, the City shall request that the County recognize that regional recreational facilities in the Ojai Valley contribute to the overall economic vitality for the community. In making this contribution they need not be fiscally self-sufficient.

PARKS

THE CITY OF OJAI SHALL SUPPORT METHODS TO OBTAIN AN EXCEPTIONAL PARKS SYSTEM IN OJAI TO SERVE RESIDENTS AND VISITORS OF THE OJAI VALLEY.

Policy: **The City shall work in coordination with the County of Ventura and other agencies and interests to optimize the use of all County parks and to balance the use of County and City parks.**

Program: The City shall encourage the County and other public agencies to formulate a Park-Sharing Agreement regarding the proportionate provision and use of parks and their services. The Agreement will address park maintenance responsibilities in Ojai and its vicinity.

Policy: **The City shall maximize uses within all existing parks in the area to their fullest, and then improve and expand upon existing City parkland to meet the growing recreational demands of the City.**

Program: The City shall explore and pursue the utilization of park in-lieu-fees to enhance and expand upon existing City park facilities.

Program: Park Master Plans for Libbey Park and Sarzotti Park shall be prepared and/or updated to reflect ultimate development.

Program: An overall Parks Maintenance Plan shall be formulated to provide funding for the maintenance of all existing and future City parks areas.

Program: The following improvements to Libbey Park shall be pursued, incorporated into the Master Plan, and implemented when appropriate and feasible:

- Pro-shop at lower courts (to sell sporting goods and schedule court use and supervision)
- Stairs from upper parking lot to lower courts (currently a potential danger area)
- Additional tennis courts next to lower courts



Program: The following improvements to Sarzotti Park shall be incorporated into the Master Plan, pursued and implemented when appropriate and feasible:

- Sidewalk lighting
- Combination maintenance/store/restroom building
- Redevelopment of ballfield #3 into multi-use social area with small stage, additional trees, benches, etc.

Policy: In the long-term planning of City parkland, the City shall identify and retain open space for potential future parkland.

Program: In future General Plan Amendments the City shall identify and procure land for park use.

Program: The City shall encourage donations and dedications to the City of suitable park land within, and adjacent to, the community. Such dedication shall include maintenance responsibility agreements.

TRAILS

THE CITY OF OJAI SHALL SUPPORT THE ESTABLISHMENT OF COMPREHENSIVE, SAFE AND ACCESSIBLE TRAIL SYSTEMS FOR USE BY LOCAL RESIDENTS AND VISITORS TO THE OJAI VALLEY.

Policy: The City shall formally identify trails systems and bike routes in the

City's Sphere of Influence.

Program: The General Plan shall officially designate on the Master Plan of Trails all Primary and Secondary trails and Bicycle Routes within the City Sphere of Influence.

Program: All established trails shall be identified via directional signage and/or bike lanes and trails signs. Upon implementation of future proposed trails, each trail/route shall be given appropriate signage for identification and access.

Policy: The City shall continually work towards connecting all Primary Trails within the City Sphere of Influence to County Regional and National Forest trail systems.

Program: Regarding implementation of the Master Plan of Trails, priority shall be given to Primary Trails and Bicycle Route that connect to Regional Trails.

Program: Trail heads and/or equestrian staging areas shall be established as depicted on the Master Plan of Trails. Priority shall be given to significant regional trail connections. Adequate parking should exist at all established trail heads and staging areas.

Policy: Safety shall be a major consideration in location, access, design and use of trail systems throughout the community.

Program: Safety standards shall be incorporated into all ultimate trail and bicycle route design.

Program: Safe street crossing provisions shall be incorporated into any trails/routes crossing Ojai Avenue and Highways 33 and 150. Formal "crossings" shall be established as depicted on the Master Plan of trails.

Program: The City shall explore alternate east-west routes for bicycle and equestrian trails in the downtown area of Ojai (i.e. alternate route from Ojai Avenue near the Arbolada).

Program: Trails/routes adjacent to or leading to schools and recreational facilities shall be located on streets considered the safest for children and shall be marked for safety.

Program: Proposed trails, especially bicycle routes, located adjacent to or

leading to schools and recreation facilities shall be given high priority in implementation.

Policy: The City shall strive to inform the public of recreational trail systems in the Ojai Valley.

Program: Maps of existing trail systems and bicycle routes shall be printed, published and made available to the public.

Program: Information pertaining to the location, access, use and safety of trails shall be made available through the public school system, Recreation Department, Chamber of Commerce and regional agencies such as Ventura County General Services Agency/Parks Department and the National Forest Service.

Policy: Trail systems for cross-town connections shall be given priority in implementation.

Program: In establishing new trails and improving existing routes, priority shall be given to the funding and construction of a safe north-south route through the Ojai community.



SPECIALIZED FACILITIES

IT IS THE GOAL OF THE CITY OF OJAI TO PROVIDE AN ARRAY OF RECREATIONAL ACTIVITY OPPORTUNITIES IN THE OJAI COMMUNITY.

Policy: The City shall work with the County of Ventura and other involved agencies and interested parties to provide a balance of recreational services programs and facilities in the community.

Program: The Ojai Parks and Recreation Commission shall review and update its long range plan of recreation services and facilities. This effort should be conducted in cooperation with Ventura County and other interests.

Program: The City shall develop an equitable Recreation Fee System for non-City residents participating in City Recreation programs. Funds shall be utilized by the City Recreation department for the provision and improvement of recreation services.

Program: Staff levels for the Recreation Department shall be periodically reviewed by the City Staff and City Council in order to facilitate the organization, conduct, and supervision of Recreation Programs. Funding shall be encouraged to be included in the Ojai Recreation long-range plan and the City should pursue support of other involved agencies.

Policy: The City shall attempt to utilize all existing facilities within the community to the maximum extent feasible and desirable.

Program: The City shall propose a coordinated work effort with the County to formulate an agreement pertaining to shared use of all facilities, incorporating an equitable fee system to allocate financial obligations for maintenance of facilities, and supervision of programs.

Policy: The City shall attempt to supplement existing recreation and cultural facilities by developing new facilities at the time they are considered needed and desired by the community.

Program: Pursuant to the Policy above, the following are identified as future short-term needs for additional recreational facilities:

- Additional lighted ballfields
- Additional recreation classes and organized programs
- Child-care (or babysitting) facility/services integrated with recreational services
- Vista Points and designation of scenic areas
- New restrooms/storage building in Sarzotti Park
- Improve lighting in Sarzotti Park

Program: Pursuant to the Policy above, the following are identified as future long-term needs for additional facilities:

- A new multi-purpose youth facility center
- New performing arts center/civic auditorium/public art gallery

- Additional water sports activities (i.e., swimming, classes)
- A new equestrian center

PRESERVES

THE CITY SHALL STRIVE TO ENHANCE AND PROVIDE ACCESS TO EXISTING PRESERVE LAND AND ESTABLISH NEW PRESERVES WHERE APPROPRIATE AND FEASIBLE.

Policy: The City shall coordinate with the National Forest Service in planning access to and operation of the Los Padres National Forest (LPNF).

Program: The City shall provide support to the County and Forest Service to establish formal access from urban areas to LPNF. Access shall include directional signing, parking, trail heads and mechanisms to inform the public of recreational opportunities in the LPNF.

Program: The City shall encourage the Forest Service and Ventura County to combine efforts in the establishment of new trails and related facilities in the LPNF.

Policy: The City shall, on a long-term basis, strive to establish new preserves in areas with biological, aesthetic, recreation or other open space values.

Program: The General Plan Conservation and Open Space Elements shall be the basis for the identification of potential future preserves. Identified valuable areas shall be retained as open space for potential future preserve designation.

Program: Upon identification and conservation of preserve areas, the City shall work towards acquisition of the land by appropriate agencies and other entities.

Program: The City shall incorporate public awareness education into school and recreational programs in order to inform the public of the long-term importance and value of preserve lands and open space.

Open Space Element

INTRODUCTION

BACKGROUND AND PURPOSE OF THE ELEMENT

The Open Space Element of the City of Ojai General Plan was prepared in conformance with State law and pursuant to overall City goals, objectives and policies. It is consistent with other Elements of the Ojai General Plan.

> **The purpose of the Open Space Element is to incorporate resource, conservation, recreational, aesthetic and safety goals, policies, and programs into a comprehensive Open Space Plan for the City.**

This Element was created in conjunction with the formation of the Conservation and Recreation Elements of the Ojai General Plan (1986). The Conservation and Open Space Element may be adopted as one Element or separately under General Plan Law. The Ojai Open Space Element has been developed separately from the Ojai Conservation Element. This has occurred because of the unique character of the Ojai area and the importance of open space to the community.

The Open Space Element is a product of research conducted for the Ojai General Plan Master Environmental Assessment (MEA) and the Conservation and Recreation Elements and field work in the Ojai community. The Element is based in part on data contained in the Ojai MEA. From the MEA inventory of important resources of the City, various goals, policies and programs were set forth in the Conservation Element. These were formulated to ensure the sound management and proper conservation and utilization of all resources of the City and to preserve Ojai's unique living environment.

Recreational resources and opportunities are also identified in the MEA. The Recreation Element identifies existing and potential future Parks, Trails, Specialized Facilities and Preserves. The Recreation Element also establishes goals, policies and programs to meet the long-term recreational needs of the community. These needs include recreational open space. The Recreation Element's concepts have therefore been incorporated into the General Plan Open Space Element.

In summary, resource conservation goals from the Conservation Element were incorporated into the Open Space Plan and long-term recreational goals were derived from the Recreation Element. Other relevant open space issues pertaining to aesthetics and public safety were considered and evaluated. A series of open space geographical overlays were then created, incorporating the identification of natural, cultural and aesthetic resources, recreational opportunities and safety hazards. This work effort resulted in the product of the City's Open Space Element Plan. The combined purpose of these Elements is to guide the long-term

management of the City's resources and establish City policy guidelines in the Ojai Planning Area to reserve natural, recreational and scenic resources and amenities.

ASSUMPTIONS/DEFINITIONS

The Ojai Open Space Element is a product of the conservation, recreational, safety and aesthetic concerns of the Ojai community. Definitions, explanations and inventories of data pertaining to open space issues are provided in various section of the General Plan and MEA. Within the Introduction section of the General Plan and Index Matrix references sections within General Plan documents (i.e., MEA, various General Plan Elements) where specific information regarding open space may be obtained. Definitions and categorization unique to the Open Space Element are provided below and on the following pages under "Legal Authority".

California State General Plan law generally defines Open Space as any parcel or area of land or water that is essentially unimproved and devoted to an open space use, and that is designated on a local, regional or state open space plan.

The categories of Open Space in Ojai that are referenced throughout this Element and illustrated on the Open Space Element Plan are listed below.

Agricultural Open Space

Land currently used as, or available for, farmland production is classified and given various value by the California Department of Conservation. These lands are categorized and considered for agricultural preservation in the Department's "Important Farmland Inventory". The Ojai MEA (Geology and Soils sections) and Conservation Element identify these "Important Farmlands" in Ojai that are utilized for agriculture and which possess prime or important soils for agricultural production. Important Farmlands are defined in detail in the MEA Soils section and in the Conservation Element under "Important Farmland". They are depicted as Conservation Open Space on the Open Space Element Plan.

Another type of open space related to agricultural land use is rangeland. Rangeland is land used for grazing by ranch animals, usually cattle. Policies and conservation of open space set forth in this Element are reflective of community desires to preserve important rangeland.

Biological Open Space

As discussed in the Ojai MEA and Conservation Element, certain biological habitats are identified with "high" or "moderate" biological significance. These biologically "significant" areas are precisely defined in the MEA and Conservation

Element under "Biological Resources" and are shown on the Open Space Element Plan as Conservation Open Space. Open space and conservation policies reflect the preservation of these important habitats.

Cultural Open Space

Archaeological and historical resources are also defined and identified in the MEA and Conservation Elements. (See "Cultural Resources" sections.) They pertain to properties that were, are, or may be significant in local and American history, regional architecture, archaeology, and/or culture. Policies for their preservation are set forth in the Conservation Element. Historical resources are designated on the Open Space Element Plan.

Recreational Open Space

Recreational Open Space is defined as an open parcel of natural or landscaped land that is intended for outdoor recreation and the enjoyment of nature. Parks, Trails, Specialized Recreation Facilities and Preserves defined in the Recreation Element are applied in this Element and shown on the Open Space Element Plan as Recreational Open Space.



Scenic Open Space

Scenic Open Space is defined as those areas that establish the aesthetic and visual character of the community. It relates to every aspect of the City of Ojai and its associated views of natural scenery. This type of open space is difficult to specifically identify and is considerably subjective. Within this Element, Scenic Open Space pertains to views of and from the Ojai, the aesthetic quality of the Valley's ridgelines illustrated in Exhibit OS-1 of the City of Ojai MEA, and areas valued to protect and enhance the scenic character of the Ojai. Open space values may relate to community identity, "entrance" themes or the appearance at City perimeters or any portion of land which may otherwise portray **"The Ojai"**. Scenic Open Space is illustrated on the Open Space Element Plan.

Public Safety Open Space

Open space retention is necessary for certain land that has characteristics hazardous to public health and safety. Such public safety risks primarily consist of geologic hazards (e.g., seismic faults, landslides, etc.), hydrological hazards (e.g., flooding) and fire hazards. Public safety definitions and evaluations are provided in the Ojai MEA under the specific topical sections: Traffic/Circulation; Geology; Hydrology/Flooding; and Public Services.

LEGAL AUTHORITY

Under State Law (Section 65302) a City is required to adopt an open space plan for the "comprehensive and long-range preservation and conservation of open space within its jurisdiction".

As established under State Law, open space may be designated on an Open Space Plan as any of the following:

1. Open space for the preservation of natural resources, including but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays, and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

2. Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands, and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers, and streams that are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

3. Open space for outdoor recreation, including but not limited to, areas that have outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purpose, including access to lake shore, beaches, rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails and scenic highway corridors.

4. Open space for public health and safety, including but not limited to, areas that require special management or regulation because of hazardous or special conditions such as earthquake fault zones unstable soils areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

The Index Matrix within the Introduction of this General Plan provides an index/reference of State General Plan requirements and under which sections of the Ojai General Plan each State requirement is fulfilled.

ISSUES AND NEEDS

OVERVIEW

Open Space issues in Ojai are numerous, complex and overlapping with other General Plan issues. Categories of Open Space have been established within the Element to clarify and simplify complex issues. In this manner the reader may easily find and reference a specific concern whether it relates to preservation of agricultural farmland, seismic safety open space, biological habitat, or parkland issues among others.

The Ojai Master Environmental Assessment (MEA) provides a data base for this Element. The Conservation and Recreation Elements further explain reasoning and substantiation behind policies, programs and geographical open space overlays of the Open Space Element Plan. The Introduction Index Matrix of the General Plan provides a section reference within the General Plan where various open space-related terms and issues are explained.

Major issues pertaining to each Open Space category of this Element are briefly discussed below.

AGRICULTURAL OPEN SPACE

"Important Farmlands" identified in the Ojai MEA and Conservation Element are utilized in agriculture and have "Prime" or "Important" soils for agricultural production. Rangeland utilized in grazing is also considered valuable under this open space category. Retention of these areas for open space and agricultural production is a significant issue in Ojai City Policy.

BIOLOGICAL OPEN SPACE

Biologically significant areas identified in the MEA and Conservation Element are also shown on the Open Space Element Plan. Biological open space/conservation and associated preservation policies for these important biological habitats are of major concern in the Ojai community.

CULTURAL OPEN SPACE

Issues pertaining to cultural open space primarily relate to areas with known or potential existence of archaeological and historical resources. Goals, Policies, and Programs of the Conservation Element are established to preserve these resources. These policies have been applied to the Open Space Element to herein reflect conservation goals.

RECREATIONAL OPEN SPACE

Recreation is an important aspect of Ojai's living environment. The Recreation Element establishes Goals, Policies and Programs to ensure the longevity of Ojai's recreational opportunities. Components of the Recreation Element (Parks, Trails, Specialized Recreation Facilities and Preserves) are identified in this Element as Recreational Open Space.

SCENIC OPEN SPACE

Scenic Open Space in Ojai is highly valued to protect and enhance the scenic character of Ojai. Major community issues include the protection of major surrounding ridgelines, establishment of buffer zones between other open space and urban areas, coordination of Scenic Corridors with Scenic Highways adopted with the Circulation Element, and most importantly, the preservation of views to and from the Ojai Valley.

Scenic Open Space is the most difficult open space in Ojai to define and address objectively. Areas within or surrounding the City that are characterized with a feeling of "community identity" or are associated with the aesthetic, natural character of Ojai are highly valued in the community. Policies within this Element reflect the desires of the community to retain these special places as open space.

PUBLIC SAFETY OPEN SPACE

State General Plan law requires cities to adopt a Public Safety Element. The City of Ojai has adopted the County of Ventura Public Safety Element. This Open Space Element's Public Safety Open Space is reflective of the Ventura County Public Safety Element and public safety/hazard issues addressed in the Ojai MEA. The need to create an Ojai Public Safety Element or updated County Element should be considered in the near future. The Element would establish specific Ojai City and County of Ventura combined Policy, define acceptable levels of public safety risks and would adopt mitigation methods to reduce these hazards to the established, acceptable levels.

GOALS, POLICIES AND IMPLEMENTING PROGRAMS

INTRODUCTION

This section of the Open Space Element sets forth City Goals, Policies, and Implementing Programs for the long-term retention of open space in Ojai. As previously mentioned, open space issues in Ojai are numerous and complex and involve other Elements of the Ojai General Plan. The Open Space Element has been organized in a format providing easy reference to other General Plan sections.

Where necessary and appropriate, all or a portion of an open space category's Goals, Policies and Programs are cross referenced to another General Plan Element (i.e., Conservation, Recreation Elements). In such cases the referenced Element's Goals, Policies, and Programs are incorporated in the Open Space Element by reference and by their application to the Open Space Plan.

The first category ("GENERAL") provides overall open space Goals, City Policies and Implementing Programs. The GENERAL section is then followed by specific open space issue sections.

GENERAL

IT SHALL BE THE INTENTION OF THE CITY OF OJAI TO PROVIDE FOR THE LONG-TERM RETENTION OF IDENTIFIED AND POTENTIALLY SIGNIFICANT OPEN SPACE IN OJAI SO AS TO MAINTAIN AND ENHANCE THE QUALITY OF THE ENVIRONMENT. SUCH OPEN SPACE INCLUDES BUT IS NOT LIMITED TO THOSE AREAS IDENTIFIED AS SIGNIFICANT OR POTENTIALLY SIGNIFICANT IN THE OJAI GENERAL PLAN CONSERVATION AND RECREATION ELEMENTS.

Policy: The City shall formally recognize open space areas in Ojai and shall establish measures to preserve the identified open space.

Program: Data contained in the Ojai Master Environmental Assessment (MEA) shall be utilized to the maximum extent feasible in formulation of an Open Space Plan for the Ojai General Plan. As the MEA data is periodically updated and refined, any changes in the MEA will be considered for possible implications to the Open Space Element.

Program: Any data that is not within the MEA but is considered relevant by the City in open space planning shall be considered and utilized in

preparation of the Open Space Plan and associated policies.

Program: Appropriate standards and criteria will be established by the City for the preservation and use of open space lands. Specifically, pursuant to State law the following provisions for consistency with the Ojai Open Space Plan are hereby adopted by the City of Ojai.

> "65566. Any action by a county or city by which open space land or any interest therein acquired or disposed of or its use restricted or regulated, whether or not pursuant to this part, must be consistent with the local open-space plan.
>
> "65567. No building permit may be issued, no subdivision map approved, and no open-space zoning ordinance adopted, unless the proposed construction, subdivision or ordinance is consistent with the local open space plan".

Program: Community/neighborhood open space systems will be included in specific plans, planned residential districts and any other planned development where appropriate.

Program: The City shall adopt a resolution formally recognizing Article 13b, Section 8 of the California State Constitution which directs the assessor to consider open space so as to "preserve its use for food and fiber, use and enjoyment of natural resources and scenic beauty and recreation".

Program: Existing and potential new land use and zoning provisions shall be pursued by the City to regulate land use in Ojai as it relates to open space. Such planning tools include but are not limited to:

- Agricultural zoning;
- Flood plain zoning;
- Subdivision for public open space;
- Development fees for acquisition of land for recreational open space uses;
- Overlay zones in special open space areas or critical areas of the community;

- o Acquisition of tax deed lands; and
- o Private and public golf course for future security as permanent open space.

Policy: The Open Space Element and its Open Space Plan shall be recognized as an official and adopted policy document in the assessment of future development proposals in the City.

Program: The Open Space Element and Plan shall be used in initial environmental assessments and during subsequent environmental documentation in City planning.

Program: The Open Space Element and its base data shall be periodically reviewed to improve the content and effectiveness in guiding sound development policies and programs, and in soliciting maximum public input during community planning procedures.

Policy: The City shall consider cooperative programs with other involved agencies and organizations for the acquisition, improvement, maintenance and/or preservation of open space.

Program: The City shall actively pursue open space programs in cooperation with the Federal, State, Regional, County and special district agencies.

Program: The City shall encourage private and quasi-private landowners to provide open space for preservation of natural features, landscaping, recreation, and other appropriate open space uses where feasible. This will include city support for a land bank program.

Program: The State Code on Open Space Easements will be complied with and pursued by the City. The Code provides that a city or county having a General Plan may accept grants of open space easements in which the owner relinquishes to the public, in perpetuity or for a term of 20 years or more, the right to construct improvements on it. The easement agreement may also contain a covenant against the extraction of natural resources, cutting trees or growth except for preservation or other unfriendly activities. It must be consistent with the Open Space Element of the General Plan and must be in the best interest of the state/county/city and important to the public for the employment of scenic beauty, use of natural resources, recreation, or production of food and fiber.

Policy: Open Space designations for preservation of all types of open space identified in this Element and throughout the General Plan shall be coordinated and integrated into a comprehensive, coordinated open space network through the City.

Program: Multiple use of open space and connecting open space areas shall be pursued by the City by combining appropriate compatible open space land uses (i.e., hiking and riding trails along flood control channels; picnic sites and view points along scenic highways; multiple use of school playfields).

Program: The selection and use of open space shall be coordinated with other public agencies (i.e., park and school sites; flood control storm drains and municipal water treatment facilities) to maximize the efficiency of open space uses.

Policy: The City shall establish conformity between the General Plan Open Space/Conservation Elements and zoning.

Program: The City will evaluate its zoning criteria for conformity with the Open Space and Conservation Elements. Conflicts in zoning will be resolved as expeditiously as possible, by revisions or additions of new and amended sections to the subdivision and other related ordinances.

Program: The City will establish an equitable process for resolving conflicting open space and related property uses by:

1. Reviewing all development proposals with consideration of the environmental review process (CEQA) and the relationship with the Open Space Element and all other General Plan Elements;

2. Public noticing, public discussions and making available text and maps depicting open spaces and open space issues;

3. Providing opportunity for comment on the Open Space Element prior to future revisions.

Policy: The City shall support provisions for open space via density transfers, development clustering, and open space dedications where considered appropriate and feasible for the City to conserve open space lands.

Program: During development review processing, the City shall consider alternative methods to conserve important or significant open space lands. Such alternative actions would or would not be permitted at the City's discretion and may include development clustering, density transfers, open space dedications or easements and other similar actions.

Policy: Achieving open space amenities in the R-2 and R-3 zones in the City of Ojai shall be a high priority to the community.

Program: The City shall investigate land use element changes to establish small open space opportunities within these areas.

AGRICULTURAL, BIOLOGICAL AND CULTURAL OPEN SPACE

Goals, Policies, and Implementing Programs relating to agricultural preservation (Important Farmlands), biological resources, and cultural resources are presented in the Conservation Element of the General Plan. The intentions and measures of the Conservation Element are hereby incorporated into the Open Space Element. They are further included in this Element by application to the Open Space Plan (map) as Agricultural Open Space, Biological Open Space and Cultural Open Space.

RECREATIONAL OPEN SPACE

The Recreation Element of the General Plan sets forth Goals, Policies and Implementing Programs relating to Recreation in Ojai. Recreation issues in that Element are divided into the following topics: Parks, Trails, Specialized Recreation Facilities and Preserves. Each of the topical sections relate to recreational open space in various ways. The provisions of the Recreation Element as they pertain to recreational open space are hereby incorporated into the Ojai Open Space Element. Programs and provisions of the Recreation Element have further been incorporated into this Element by their application to the Open Space Plan (map) as Recreational Open Space.

SCENIC OPEN SPACE

The City of Ojai shall support the maintenance and enhancement of the scenic, natural quality of Ojai by preserving as open space any parcel of land, ridgeline, or other qualified scenic element of the city or its planning area, to provide for the short-and long-term aesthetic health of Ojai.

The City of Ojai shall support the preservation of any unique or aesthetically valued aspect or character of Ojai by retaining open space that illustrates or

protects those unique and natural characteristics that make Ojai a desirable place to live.

Policy: The natural features and general environmental characteristics of Ojai's hillsides and ridgelines shall be permanently preserved.

Program: No development or alteration to the natural condition of prominent ridgelines or adjacent/nearby areas shall be permitted by the City of Ojai. This program shall apply to the areas identified on the Open Space Plan as "Scenic Open Space" or "Scenic Points of Interest".

Program: The City shall work with all appropriate jurisdictions to restrict all development visible from the valley on the south face of the slopes of Los Padres National Forest.

Program: The City shall work with all interested parties to prohibit development visible from the valley on the north face of the Black Mountain and Sulphur Mountain. Development not visible would be permitted consistent with the intent of the general plan, its policies and programs.

Program: The Open Space Plan shall formally designate open space areas that will maintain and enhance the hillsides and ridgelines and provide a buffer between development and open space or agriculture.

Program: The City shall formulate and adopt a Hillside Development Ordinance in keeping with the Goals and Policies of this Element and the Conservation Element. The Ordinance will protect valuable hillside lands from exposure to development. It should also provide for hillside grading, standards and other restrictions.

Program: Areas adjacent to open space and agricultural lands will be carefully scrutinized during any development proposal's review for compatibility with the open space. Buffer zones and screening of development are examples of provisions for appropriate blending in transition between land uses.

Program: The City shall pursue the creation of a "Greenbelt Agreement" with the County of Ventura, City of Santa Paula and LAFCO to preserve open space and agricultural between Ojai and surrounding communities.

Policy: In establishing City policy and in other decision making efforts,

the City will consider and highly value any open, natural, or special open space characteristic of a particular area. That characteristic will bear more weight than potential economic or other values which may result from the development or alteration of the land.

Program: The City shall incorporate an aesthetic open space provision in its development processing review. The provision shall require formal consideration of the aesthetic qualities of a site or its surroundings during a project's review.

Program: The City shall review its zoning code and incorporate appropriate mandatory "findings" related to the preservation of Aesthetic Open Space in the City.

Program: The City shall establish specific "finding" requirements related to the future subdivision of all lands under its jurisdiction related to open space within and adjacent to the City.

PUBLIC SAFETY OPEN SPACE

The City of Ojai shall provide for the public health and safety by isolating hazardous or potentially hazardous areas in open space by providing open space buffers between hazardous or potentially hazardous areas and urban or rural neighborhoods.

Policy: **The City shall identify and limit the extent and intensity of land uses and development in hazardous areas such as, but not limited to: steep slopes, streambeds, flood plains, fault zones and erosive or landslide areas.**

Program: Data within the Ojai MEA and other sources will be utilized to officially identify areas hazardous to public safety in Ojai and to formulate a Public Safety Element for the Ojai General Plan. The Public Safety Element should be created and adopted as soon as a feasible.

Program: Areas such as but not limited to flood plains, flood control channels, fault zones and fire breaks will be identified in the Public Safety Element. These areas will be reserved under the Element for permanent open space or compatible non-risk uses to protect public safety in Ojai.

Policy: **Areas currently or potentially under uses containing any public health or safety hazard shall be adequately buffered as expeditiously as feasible to protect public safety.**

Program: Industrial and other uses with potential for public health/safety hazards shall be located appropriately and be adequately buffered with open space to absorb noise and other nuisances or dangers. These buffer areas will be assessed and provided on a project-specific basis, as proposed development is reviewed by the City.

Program: The City, in preparing its Public Safety Element, will identify land uses that potentially threaten public health and/or safety. The Element will further disallow or restrict the identified uses as is appropriate and will require adequate open buffer areas to protect the public health and safety. These provisions will become policy within the Public Safety Element and applied to the Open Space Plan as Public Safety Open Space.

Open Space Element

INTRODUCTION

BACKGROUND AND PURPOSE OF THE ELEMENT

The Open Space Element of the City of Ojai General Plan was prepared in conformance with State law and pursuant to overall City goals, objectives and policies. It is consistent with other Elements of the Ojai General Plan.

> **The purpose of the Open Space Element is to incorporate resource, conservation, recreational, aesthetic and safety goals, policies, and programs into a comprehensive Open Space Plan for the City.**

This Element was created in conjunction with the formation of the Conservation and Recreation Elements of the Ojai General Plan (1986). The Conservation and Open Space Element may be adopted as one Element or separately under General Plan Law. The Ojai Open Space Element has been developed separately from the Ojai Conservation Element. This has occurred because of the unique character of the Ojai area and the importance of open space to the community.

The Open Space Element is a product of research conducted for the Ojai General Plan Master Environmental Assessment (MEA) and the Conservation and Recreation Elements and field work in the Ojai community. The Element is based in part on data contained in the Ojai MEA. From the MEA inventory of important resources of the City, various goals, policies and programs were set forth in the Conservation Element. These were formulated to ensure the sound management and proper conservation and utilization of all resources of the City and to preserve Ojai's unique living environment.

Recreational resources and opportunities are also identified in the MEA. The Recreation Element identifies existing and potential future Parks, Trails, Specialized Facilities and Preserves. The Recreation Element also establishes goals, policies and programs to meet the long-term recreational needs of the community. These needs include recreational open space. The Recreation Element's concepts have therefore been incorporated into the General Plan Open Space Element.

In summary, resource conservation goals from the Conservation Element were incorporated into the Open Space Plan and long-term recreational goals were derived from the Recreation Element. Other relevant open space issues pertaining to aesthetics and public safety were considered and evaluated. A series of open space geographical overlays were then created, incorporating the identification of natural, cultural and aesthetic resources, recreational opportunities and safety hazards. This work effort resulted in the product of the City's Open Space Element Plan. The combined purpose of these Elements is to guide the long-term

management of the City's resources and establish City policy guidelines in the Ojai Planning Area to reserve natural, recreational and scenic resources and amenities.

ASSUMPTIONS/DEFINITIONS

The Ojai Open Space Element is a product of the conservation, recreational, safety and aesthetic concerns of the Ojai community. Definitions, explanations and inventories of data pertaining to open space issues are provided in various section of the General Plan and MEA. Within the Introduction section of the General Plan and Index Matrix references sections within General Plan documents (i.e., MEA, various General Plan Elements) where specific information regarding open space may be obtained. Definitions and categorization unique to the Open Space Element are provided below and on the following pages under "Legal Authority".

California State General Plan law generally defines Open Space as any parcel or area of land or water that is essentially unimproved and devoted to an open space use, and that is designated on a local, regional or state open space plan.

The categories of Open Space in Ojai that are referenced throughout this Element and illustrated on the Open Space Element Plan are listed below.

Agricultural Open Space

Land currently used as, or available for, farmland production is classified and given various value by the California Department of Conservation. These lands are categorized and considered for agricultural preservation in the Department's "Important Farmland Inventory". The Ojai MEA (Geology and Soils sections) and Conservation Element identify these "Important Farmlands" in Ojai that are utilized for agriculture and which possess prime or important soils for agricultural production. Important Farmlands are defined in detail in the MEA Soils section and in the Conservation Element under "Important Farmland". They are depicted as Conservation Open Space on the Open Space Element Plan.

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Biological Open Space

As discussed in the Ojai MEA and Conservation Element, certain biological habitats are identified with "high" or "moderate" biological significance. These biologically "significant" areas are precisely defined in the MEA and Conservation

Element under "Biological Resources" and are shown on the Open Space Element Plan as Conservation Open Space. Open space and conservation policies reflect the preservation of these important habitats.

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Archaeological and historical resources are also defined and identified in the MEA and Conservation Elements. (See "Cultural Resources" sections.) They pertain to properties that were, are, or may be significant in local and American history, regional architecture, archaeology, and/or culture. Policies for their preservation are set forth in the Conservation Element. Historical resources are designated on the Open Space Element Plan.

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3. Open space for outdoor recreation, including but not limited to, areas that have outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purpose, including access to lake shore, beaches, rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails and scenic highway corridors.

4. Open space for public health and safety, including but not limited to, areas that require special management or regulation because of hazardous or special conditions such as earthquake fault zones unstable soils areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

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ISSUES AND NEEDS

OVERVIEW

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Recreation is an important aspect of Ojai's living environment. The Recreation Element establishes Goals, Policies and Programs to ensure the longevity of Ojai's recreational opportunities. Components of the Recreation Element (Parks, Trails, Specialized Recreation Facilities and Preserves) are identified in this Element as Recreational Open Space.

SCENIC OPEN SPACE

Scenic Open Space in Ojai is highly valued to protect and enhance the scenic character of Ojai. Major community issues include the protection of major surrounding ridgelines, establishment of buffer zones between other open space and urban areas, coordination of Scenic Corridors with Scenic Highways adopted with the Circulation Element, and most importantly, the preservation of views to and from the Ojai Valley.

Scenic Open Space is the most difficult open space in Ojai to define and address objectively. Areas within or surrounding the City that are characterized with a feeling of "community identity" or are associated with the aesthetic, natural character of Ojai are highly valued in the community. Policies within this Element reflect the desires of the community to retain these special places as open space.

PUBLIC SAFETY OPEN SPACE

State General Plan law requires cities to adopt a Public Safety Element. The City of Ojai has adopted the County of Ventura Public Safety Element. This Open Space Element's Public Safety Open Space is reflective of the Ventura County Public Safety Element and public safety/hazard issues addressed in the Ojai MEA. The need to create an Ojai Public Safety Element or updated County Element should be considered in the near future. The Element would establish specific Ojai City and County of Ventura combined Policy, define acceptable levels of public safety risks and would adopt mitigation methods to reduce these hazards to the established, acceptable levels.

GOALS, POLICIES AND IMPLEMENTING PROGRAMS

INTRODUCTION

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Where necessary and appropriate, all or a portion of an open space category's Goals, Policies and Programs are cross referenced to another General Plan Element (i.e., Conservation, Recreation Elements). In such cases the referenced Element's Goals, Policies, and Programs are incorporated in the Open Space Element by reference and by their application to the Open Space Plan.

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Policy: The City shall formally recognize open space areas in Ojai and shall establish measures to preserve the identified open space.

Program: Data contained in the Ojai Master Environmental Assessment (MEA) shall be utilized to the maximum extent feasible in formulation of an Open Space Plan for the Ojai General Plan. As the MEA data is periodically updated and refined, any changes in the MEA will be considered for possible implications to the Open Space Element.

Program: Any data that is not within the MEA but is considered relevant by the City in open space planning shall be considered and utilized in

preparation of the Open Space Plan and associated policies.

Program: Appropriate standards and criteria will be established by the City for the preservation and use of open space lands. Specifically, pursuant to State law the following provisions for consistency with the Ojai Open Space Plan are hereby adopted by the City of Ojai.

> "65566. Any action by a county or city by which open space land or any interest therein acquired or disposed of or its use restricted or regulated, whether or not pursuant to this part, must be consistent with the local open-space plan.
>
> "65567. No building permit may be issued, no subdivision map approved, and no open-space zoning ordinance adopted, unless the proposed construction, subdivision or ordinance is consistent with the local open space plan".

Program: Community/neighborhood open space systems will be included in specific plans, planned residential districts and any other planned development where appropriate.

Program: The City shall adopt a resolution formally recognizing Article 13b, Section 8 of the California State Constitution which directs the assessor to consider open space so as to "preserve its use for food and fiber, use and enjoyment of natural resources and scenic beauty and recreation".

Program: Existing and potential new land use and zoning provisions shall be pursued by the City to regulate land use in Ojai as it relates to open space. Such planning tools include but are not limited to:

- o Agricultural zoning;
- o Flood plain zoning;
- o Subdivision for public open space;
- o Development fees for acquisition of land for recreational open space uses;
- o Overlay zones in special open space areas or critical areas of the community;

- o Acquisition of tax deed lands; and
- o Private and public golf course for future security as permanent open space.

Policy: The Open Space Element and its Open Space Plan shall be recognized as an official and adopted policy document in the assessment of future development proposals in the City.

Program: The Open Space Element and Plan shall be used in initial environmental assessments and during subsequent environmental documentation in City planning.

Program: The Open Space Element and its base data shall be periodically reviewed to improve the content and effectiveness in guiding sound development policies and programs, and in soliciting maximum public input during community planning procedures.

Policy: The City shall consider cooperative programs with other involved agencies and organizations for the acquisition, improvement, maintenance and/or preservation of open space.

Program: The City shall actively pursue open space programs in cooperation with the Federal, State, Regional, County and special district agencies.

Program: The City shall encourage private and quasi-private landowners to provide open space for preservation of natural features, landscaping, recreation, and other appropriate open space uses where feasible. This will include city support for a land bank program.

Program: The State Code on Open Space Easements will be complied with and pursued by the City. The Code provides that a city or county having a General Plan may accept grants of open space easements in which the owner relinquishes to the public, in perpetuity or for a term of 20 years or more, the right to construct improvements on it. The easement agreement may also contain a covenant against the extraction of natural resources, cutting trees or growth except for preservation or other unfriendly activities. It must be consistent with the Open Space Element of the General Plan and must be in the best interest of the state/county/city and important to the public for the employment of scenic beauty, use of natural resources, recreation, or production of food and fiber.

Policy: Open Space designations for preservation of all types of open space identified in this Element and throughout the General Plan shall be coordinated and integrated into a comprehensive, coordinated open space network through the City.

Program: Multiple use of open space and connecting open space areas shall be pursued by the City by combining appropriate compatible open space land uses (i.e., hiking and riding trails along flood control channels; picnic sites and view points along scenic highways; multiple use of school playfields).

Program: The selection and use of open space shall be coordinated with other public agencies (i.e., park and school sites; flood control storm drains and municipal water treatment facilities) to maximize the efficiency of open space uses.

Policy: The City shall establish conformity between the General Plan Open Space/Conservation Elements and zoning.

Program: The City will evaluate its zoning criteria for conformity with the Open Space and Conservation Elements. Conflicts in zoning will be resolved as expeditiously as possible, by revisions or additions of new and amended sections to the subdivision and other related ordinances.

Program: The City will establish an equitable process for resolving conflicting open space and related property uses by:

1. Reviewing all development proposals with consideration of the environmental review process (CEQA) and the relationship with the Open Space Element and all other General Plan Elements;

2. Public noticing, public discussions and making available text and maps depicting open spaces and open space issues;

3. Providing opportunity for comment on the Open Space Element prior to future revisions.

Policy: The City shall support provisions for open space via density transfers, development clustering, and open space dedications where considered appropriate and feasible for the City to conserve open space lands.

Program: During development review processing, the City shall consider alternative methods to conserve important or significant open space lands. Such alternative actions would or would not be permitted at the City's discretion and may include development clustering, density transfers, open space dedications or easements and other similar actions.

Policy: Achieving open space amenities in the R-2 and R-3 zones in the City of Ojai shall be a high priority to the community.

Program: The City shall investigate land use element changes to establish small open space opportunities within these areas.

AGRICULTURAL, BIOLOGICAL AND CULTURAL OPEN SPACE

Goals, Policies, and Implementing Programs relating to agricultural preservation (Important Farmlands), biological resources, and cultural resources are presented in the Conservation Element of the General Plan. The intentions and measures of the Conservation Element are hereby incorporated into the Open Space Element. They are further included in this Element by application to the Open Space Plan (map) as Agricultural Open Space, Biological Open Space and Cultural Open Space.

RECREATIONAL OPEN SPACE

The Recreation Element of the General Plan sets forth Goals, Policies and Implementing Programs relating to Recreation in Ojai. Recreation issues in that Element are divided into the following topics: Parks, Trails, Specialized Recreation Facilities and Preserves. Each of the topical sections relate to recreational open space in various ways. The provisions of the Recreation Element as they pertain to recreational open space are hereby incorporated into the Ojai Open Space Element. Programs and provisions of the Recreation Element have further been incorporated into this Element by their application to the Open Space Plan (map) as Recreational Open Space.

SCENIC OPEN SPACE

The City of Ojai shall support the maintenance and enhancement of the scenic, natural quality of Ojai by preserving as open space any parcel of land, ridgeline, or other qualified scenic element of the city or its planning area, to provide for the short-and long-term aesthetic health of Ojai.

The City of Ojai shall support the preservation of any unique or aesthetically valued aspect or character of Ojai by retaining open space that illustrates or

protects those unique and natural characteristics that make Ojai a desirable place to live.

Policy: The natural features and general environmental characteristics of Ojai's hillsides and ridgelines shall be permanently preserved.

Program: No development or alteration to the natural condition of prominent ridgelines or adjacent/nearby areas shall be permitted by the City of Ojai. This program shall apply to the areas identified on the Open Space Plan as "Scenic Open Space" or "Scenic Points of Interest".

Program: The City shall work with all appropriate jurisdictions to restrict all development visible from the valley on the south face of the slopes of Los Padres National Forest.

Program: The City shall work with all interested parties to prohibit development visible from the valley on the north face of the Black Mountain and Sulphur Mountain. Development not visible would be permitted consistent with the intent of the general plan, its policies and programs.

Program: The Open Space Plan shall formally designate open space areas that will maintain and enhance the hillsides and ridgelines and provide a buffer between development and open space or agriculture.

Program: The City shall formulate and adopt a Hillside Development Ordinance in keeping with the Goals and Policies of this Element and the Conservation Element. The Ordinance will protect valuable hillside lands from exposure to development. It should also provide for hillside grading, standards and other restrictions.

Program: Areas adjacent to open space and agricultural lands will be carefully scrutinized during any development proposal's review for compatibility with the open space. Buffer zones and screening of development are examples of provisions for appropriate blending in transition between land uses.

Program: The City shall pursue the creation of a "Greenbelt Agreement" with the County of Ventura, City of Santa Paula and LAFCO to preserve open space and agricultural between Ojai and surrounding communities.

Policy: In establishing City policy and in other decision making efforts,

the City will consider and highly value any open, natural, or special open space characteristic of a particular area. That characteristic will bear more weight than potential economic or other values which may result from the development or alteration of the land.

Program: The City shall incorporate an aesthetic open space provision in its development processing review. The provision shall require formal consideration of the aesthetic qualities of a site or its surroundings during a project's review.

Program: The City shall review its zoning code and incorporate appropriate mandatory "findings" related to the preservation of Aesthetic Open Space in the City.

Program: The City shall establish specific "finding" requirements related to the future subdivision of all lands under its jurisdiction related to open space within and adjacent to the City.

PUBLIC SAFETY OPEN SPACE

The City of Ojai shall provide for the public health and safety by isolating hazardous or potentially hazardous areas in open space by providing open space buffers between hazardous or potentially hazardous areas and urban or rural neighborhoods.

Policy: The City shall identify and limit the extent and intensity of land uses and development in hazardous areas such as, but not limited to: steep slopes, streambeds, flood plains, fault zones and erosive or landslide areas.

Program: Data within the Ojai MEA and other sources will be utilized to officially identify areas hazardous to public safety in Ojai and to formulate a Public Safety Element for the Ojai General Plan. The Public Safety Element should be created and adopted as soon as a feasible.

Program: Areas such as but not limited to flood plains, flood control channels, fault zones and fire breaks will be identified in the Public Safety Element. These areas will be reserved under the Element for permanent open space or compatible non-risk uses to protect public safety in Ojai.

Policy: Areas currently or potentially under uses containing any public health or safety hazard shall be adequately buffered as expeditiously as feasible to protect public safety.



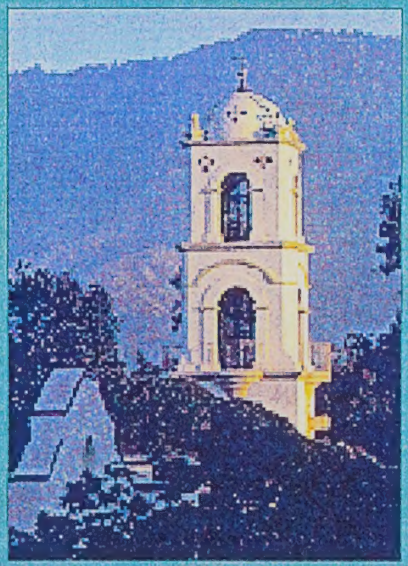






City of Ojai

2000-2005 Housing Element



Adopted January 22, 2002

City of Ojai

2000-2005 Housing Element

Adopted January 22,2002

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CITY OF OJAI
2000-2005
HOUSING ELEMENT

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Housing Element

INTRODUCTION

COMMUNITY CONTEXT

Located in the western end of the Ojai Valley in northwest Ventura County (Figure 1), the City of Ojai is a unique community with a small town character. The City's rural setting has been preserved in an oak tree studded valley where many diverse lifestyles coexist, reflecting a flavor and quality of life reminiscent of earlier days in California. The diversity of the community is considered by its residents to be a positive influence. The intent of this Housing Element is to explore ways in which all segments of Ojai's population can be provided with safe and aesthetically appealing housing. This Element aims to preserve the quality of life in Ojai while exploring opportunities for providing housing to City residents.

The population of Ojai has grown moderately over the past two decades, with approximately 8,260 residents in 2000. Growth has slowed substantially since the 1970s. The pace of development in the 1970s alerted the City to the problems related to growth, and resulted in the development of residential growth controls in 1979 to manage the pace of development. Ojai's overall land use pattern is well-established, and is not intended to change substantially over time.

In terms of race-ethnic composition, Ojai's population is predominantly Caucasian. Hispanic residents account for about 12 percent of the population. The City has a relatively large elderly population, with seniors (age 65+) comprising over 20 percent of residents in 1990. The median age of 38.5 is high compared to the County (31.7) and reflective of the size of this older population.

The City's unique small-town character and quality residential neighborhoods contribute to the community's attractiveness as a place to live, resulting in an ever tightening housing market. Housing costs in Ojai continue to be high. In 1999, the median single-family home price was approximately $230,000 and rent for a two-bedroom apartment ranged from $800 to $1,000 per month. And despite the relative affluence of some segments of the City's population, nearly 30 percent of Ojai households are very low-income, earning less than half of the County median income.

The majority of the new housing to be developed in Ojai will occur in the downtown, on vacant and under-developed sites designated "Village Mixed Use" (VMU). Established as part of the 1997 update of the Land Use Element, the VMU zone is designed to enhance the pedestrian-oriented character of Ojai's downtown through integration of compatible commercial and residential uses. Approximately 160 additional single-family and multi-family units can be developed in the Village Mixed Use area.

<INSERT LOCATION MAP (Figure 1)>

Housing Element

ROLE OF HOUSING ELEMENT

The Housing Element is a five-year plan extending from 2000 to 2005. This Housing Element identifies strategies and programs that focus on: 1) conserving and improving existing affordable housing; 2) providing adequate housing sites; 3) assisting in the development of affordable housing; 4) removing governmental and other constraints to housing development; and 5) promoting equal housing opportunities.

The focus of the Ojai Housing Element for 2000-2005 is to ensure that a balance of housing types is available to accommodate all economic segments of the community.

The Ojai Housing Element consists of the following major components:

- An assessment of the community's existing and projected housing needs;
- A review of potential market, governmental, and environmental constraints to meeting the City's identified housing needs;
- An evaluation of resources available to address Ojai's housing goals; and
- A statement of the Housing Plan to address the City's identified housing needs, including housing goals, policies and programs.

DATA SOURCES

In preparing the Housing Element, various sources of information are consulted. The 1990 Census provides the basis for population and household characteristics. Although dated, the Census remains the most comprehensive and widely accepted source of information on demographic characteristics. In addition, 1990 Census data is used in the Housing Element to ensure consistency with other regional, State, and federal housing plans. However, several sources of information are used to supplement and provide reliable updates of the 1990 Census.

- Population and demographic data is updated by the State Department of Finance, and 1998 school enrollment information from the State Department of Education;
- Housing market information, such as home sales, rents, and vacancies, is updated by City surveys and property tax assessor's files;
- Local and County public and nonprofit agencies are consulted for information on special needs populations, the services available to them, and gaps in the system;

- Lending patterns for home purchase and home improvement loans are provided through the Home Mortgage Disclosure Act (HMDA) database; and
- Housing condition information is provided by the City.

PUBLIC PARTICIPATION

The residents of Ojai have several opportunities to recommend strategies, review, and comment on the City's Housing Element. The Planning Commission and City Council conducted a public study session upon completion of the housing needs assessment and prior to formulation of the Element's policies and programs. Once the State Department of Housing and Community Development (HCD) reviewed the draft Element, public hearings were held before the Planning Commission and the City Council. Notification was published in the local newspaper in advance of each hearing and copies of the draft Element were available for review at City Hall and the public library.

In addition to resident input, the City also assembled an Ad Hoc Advisory Committee of housing professionals and community members to assist in the development of the Element. This Committee drew from the expertise of the local real estate community, Chamber of Commerce, local civic, environmental organizations, City Council, Planning Commission, and Redevelopment Commission.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Ojai Housing Element builds upon the other General Plan elements and is consistent with the policies and proposals set forth by the Plan. For example, residential densities established in the Land Use Element are incorporated within the Housing Element and form the basis for establishing the residential capacity within the City. As the General Plan is amended through time, the City will review the Housing Element for internal consistency, and make any necessary revisions.

HOUSING NEEDS ASSESSMENT

This Needs Assessment section of the Housing Element describes and analyzes demographic, socio-economic, and housing characteristics and trends in Ojai in an effort to determine the nature and extent of specific housing needs.

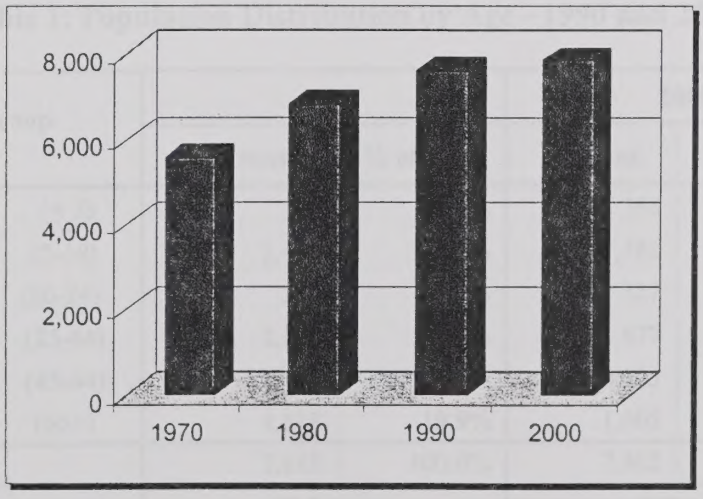
POPULATION CHARACTERISTICS

The characteristics of a city's population are important factors affecting the housing market in the community. Issues such as population growth, age, race/ethnicity, and employment all help determine the city's housing needs. The discussion below details the various population characteristics affecting housing needs.

Population Growth Trends

Population growth for Ojai has slowed substantially since the early 1970s. This trend is expected to continue as the City builds out. The population grew by 22 percent between 1970 and 1980, and by 12 percent between 1980 and 1990. As of the 2000 Census, the City had a population of 7,862, representing an increase of 3.3 percent from 1990. Population growth during the 1990s is significantly lower than that experienced by Ventura County as a whole (13 percent) and the State of California (14 percent) during the same period. Figure 2 shows a steady, but moderate growth in the population over the past thirty years.

Figure 2: Population - 1970 to 2000



Sources: 1970, 1980, 1990, 2000 Census

In 1998, the Southern California Association of Governments (SCAG) prepared growth projections for each jurisdiction in the region for population, households, and employment through the year 2020. The population forecast for Ojai for the year 2020 is 9,007, or an estimated 15 percent increase from 2000 to 2020. This is lower than for Ventura County as a whole, which has an estimated increase of 23 percent over the same time period.

Age Characteristics

Age is an important influence on housing demand because people of different age groups have different housing needs. Traditionally, young adults (20 to 34 years old) prefer apartments, low- to moderate-cost condominiums, and smaller single-family units. Adults between 35 and 64 years old provide the major market for moderate- to high-end apartments, condominiums, and single-family homes. This segment of the population is more likely to have higher incomes and larger household sizes. The senior population (65 years and older) typically occupies older single-family homes, low- to moderate-cost apartments and condominiums, and assisted care facilities. Table 1 shows the age distribution of Ojai's population in 1990 and 2000.

In 2000, the median age of Ojai's population was 42 years, over eight years higher than the County median of 34.2 years and reflective of the large older adult and senior populations in the City. With almost 18 percent of City residents age 65 years or more as of 2000 and many older adults soon becoming seniors, attention must be paid to the housing and supportive services needs of the elderly. In 1990, the largest age group in Ojai was adults age between 25 and 44 (at 30 percent). Ten years later in 2000, older adults (45 to 64) comprise the biggest group (27 percent), suggesting that many residents have aged in place.

Table 1: Population Distribution by Age - 1990 and 2000

Age Group		1990		2000	
		Persons	% of Total	Persons	% of Total
Pre-school	(< 5)	509	6.7%	386	4.9%
School Age	(5-19)	1,492	19.6%	1,762	22.4%
College Age	(20-24)	367	4.8%	327	4.2%
Adults	(25-44)	2,252	29.6%	1,877	23.9%
Older Adults	(45-64)	1,475	19.4%	2,105	26.8%
Seniors	(65+)	1,518	19.9%	1,405	17.9%
Total		7,613	100.0%	7,862	100.0%
Median Age		38.5 years		42.0 years	

Sources: 1990 and 2000 Census

Race and Ethnicity

The nature and extent of a community's housing needs is also affected by the racial/ethnic composition of its population. The size and type of housing preferred, the neighborhood desired, and the ability to purchase or rent housing often vary by a person or household's racial or ethnic background. Table 2 compares the racial/ethnic composition of Ojai's population in 1990 and 2000.

Table 2: Race and Ethnicity - 1990 and 2000

Race/ Ethnicity	1990		2000	
	Persons	% of Total	Persons	% of Total
White	6,495	85.3%	6,259	79.6%
Hispanic	928	12.2%	1,245	15.8%
Asian*	116	1.5%	137	1.7%
Black	17	0.2%	47	0.6%
All Other**	57	0.7%	174	2.2%
Total	7,613	100.0%	7,862	100.0%

Sources: 1990 and 2000 Census

* Includes Pacific Islanders

** The number of residents in the "All Other" category grew dramatically because unlike prior Census efforts, the 2000 Census allowed respondents to identify themselves as members of more than one racial group. The "All Other" category includes American Indians and Alaska Natives, and persons who identified themselves as "Some other race" and "Two or more races."

As was the case in 1990, the population in Ojai is predominantly white in 2000. However, the City's population has diversified over the past decade and white residents account for a smaller share of the population today than ten years ago. Whites made up 80 percent of the City's population in 2000, compared to 85 percent in 1990. Hispanics make up the only significant minority population in Ojai, with its share of residents increasing from 12 percent in 1990 to 16 percent in 2000. Statistics on school enrollment by ethnicity for the Ojai Unified School District indicate an increasing Hispanic population. The Hispanic share of the enrolled student body increased from 12 percent in school year 1988-1989 to 20 percent in 1998-1999.

Employment

According to the 1990 Census, 3,728 persons in Ojai were in the labor force (which includes both employed and unemployed persons aged 16 years and above). Given that there were 5,986 City residents aged 16 and above, this represents a labor force participation rate of 62 percent. A majority of City residents were employed in two occupational categories: managerial and professional (33 percent) and sales, technical, and administrative support (28 percent), as shown in Table 3. According to the State Employment Development Department, Ojai's unemployment rate in 1999 was 2.5 percent, about half that of the countywide rate of 4.8 percent.

Table 3: Occupation of Residents - 1990

Job Category	Number	% of Total
Managerial/Professional	1,198	32.9%
Sales, Technical, Administrative (Support)	1,031	28.4%
Service Occupations	642	17.7%
Precision Production, Craft & Repair	400	11.0%
Operators, Fabricators, & Laborers	241	6.6%
Farming, Forestry, & Fishing	124	3.4%
Total Employed Persons	3,636	100.0%

Source: 1990 Census

A general measure of the balance of a community's employment opportunities with the needs of its residents is through a "jobs-housing ratio" test. A balanced community would have a match between employment and housing opportunities so that most of the residents can also work in the community. SCAG data show that there were 3,455 jobs and 3,153 households in Ojai in 1994. These figures translate to a jobs-housing ratio of 1.09, which is slightly lower than the County's ratio of 1.24, Ventura (1.47), and Camarillo (1.47), but above that for Santa Paula (0.82) and Oxnard (0.92). This indicates that the City has a fairly good balance between its employment base and housing opportunities. However, the surrounding unincorporated areas of Ojai and the Ventura River Valleys are housing rich and job poor, thereby contributing to peak hour traffic along Highway 33 as residents drive to places of employments in Ojai, Ventura, and beyond.

HOUSEHOLD CHARACTERISTICS

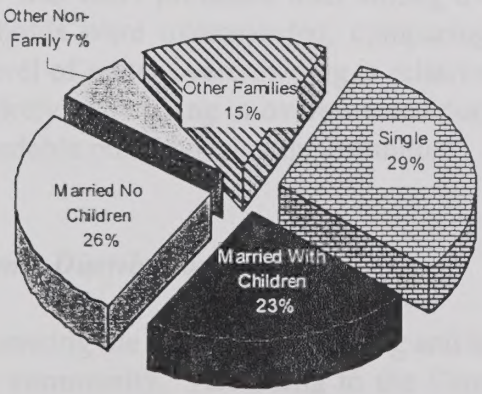
The characteristics of households provide important information about the housing needs in a community. Income and affordability are best measured and examined at the household level, as are the special needs of certain groups, such as large-family households or female-headed households.

Household Composition and Size

The Census defines a "household" as all persons who occupy a housing unit, which may include single persons living alone, families related through marriage or blood, or unrelated persons sharing living quarters. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households. Household characteristics are important indicators of the type and size of housing needed in a city.

According to the 2000 Census, 64 percent of the 3,088 households in Ojai are families. Families include married couple families with or without children as well as other family types, such as female-headed households with children. Non-family households, including singles and other households, make up the remaining 36 percent of households. Single-person households, in particular, comprise a significant segment of the City's households (29 percent compared to 19 percent Countywide), reflective of the large number of seniors in the community. Figure 3 shows the City's household composition in 2000.

Figure 3: Household Composition - 2000



Source: 2000 Census

Household size is defined as the number of persons living in a housing unit. A noticeable change in the average household size over time reflects a change in the household composition of a city. For example, the average household size will increase over time if there is a trend towards larger families. In a community with a growing number of elderly households, the average household size will usually decline.

In 1990, the average household size in Ojai was 2.47 persons per household, which was the lowest among all jurisdictions in Ventura County. This can be attributed to the fact that approximately 18 percent of Ojai's population in 2000 was 65 years or older: senior residents tend to be in one- or two-person households. According to the 2000 Census, the average household size in the City is 2.48 persons, representing a very slight increase from 1990.

Overcrowding

Overcrowding is a problem of misfit between a household and the housing unit. The State Department of Housing and Community Development (HCD) defines overcrowding as more than one person per room, excluding bathrooms, kitchens, hallways, and porches. Overcrowding occurs primarily because households "double-up" to afford high rents and because of a lack of available housing units of adequate size to accommodate a growing number of families with larger numbers of children.

According to the 1990 Census, five percent (150) of all households in Ojai were living in overcrowded conditions. The incidence of overcrowding in the City is significantly lower than the County figure of 10.5 percent. As was (and is) the case in most cities, overcrowding among renter-households in the City was more prevalent than among owner-households. Only 2.5 percent of the owner-households were overcrowded, comparing to 8.4 percent of renter-households. Although the level of renter overcrowding is relatively low based on 1990 data, more renter households are likely to be living in overcrowded conditions today as a result of rising rents and a lack of affordable rental housing opportunities.

Household Income and Income Distribution

Income is a major factor influencing the demand for housing and to a large extent, reflects the affordability of housing in a community. According to the Census, the median household income in Ojai was $33,247 in 1989, about one-quarter below the County median of $45,612.

The State Department of Housing and Community Development has developed the following income categories based on the Median Family Income (MFI) of a Metropolitan Statistical Area (MSA):

- Very Low Income: 50 percent or less of the area MFI;
- Low Income: between 51 and 80 percent of the area MFI;
- Moderate Income: between 81 and 120 percent of the area MFI;
- Upper Income: greater than 120 percent of the area MFI.

The 1989 HUD MFI of $43,600 (4-person household) for the County of Ventura was used to interpolate the City's income distribution from the Census according to the above income categories. Table 4 shows the income distribution of Ojai's population, while Table 5 provides the household composition by income groups.

Table 4: Income Distribution - 1990

Income Level	Number of Households	% of Total	Cumulative %
< $5,000	82	2.8%	2.8%
$5,000 - $9,999	180	6.1%	8.9%
$10,000 - $14,999	249	8.4%	17.3%
$15,000 - $24,999	563	19.1%	36.4%
$25,000 - $34,999	457	15.5%	51.8%
$35,000 - $49,999	444	15.0%	66.9%
$50,000 - $74,999	566	19.2%	86.0%
$75,000 - $99,999	212	7.2%	93.2%
$100,000 - $149,000	155	5.2%	98.4%
$150,000 +	46	1.6%	100.0%
Total	2,954	100.0%	

Source: 1990 Census

Table 5: Household Composition by Income - 1990

Income Groups (defined as % of the Area MFI)	Ojai	County
Very Low (<50%)	28.6%	19.6%
Low (51 to 80%)	23.1%	16.7%
Moderate (81 to 120%)	17.7%	21.8%
Upper (120%+)	30.6%	41.9%
Total	100.0%	100.0%

Source: 1990 Census; Cotton/Beland/Associates, 2000

As indicated in Table 5, Ojai is very different from the County as a whole in terms of household composition by income. Half of the households in Ojai are in the very low- to low-income ranges, comparing to 36 percent countywide. Lower income households in the City likely comprise of seniors and artists with limited or fixed incomes. Conversely, upper-income households represent 31 percent of Ojai households, noticeably lower than the County proportion of 42 percent.

Housing Affordability and Overpayment

Affordability measures the burden of monthly housing expenditures in relation to the residents' incomes. A household is considered to overpay for housing if it spends 30 percent or more of its gross income on housing. Table 6 and Figure 4 show housing overpayment statistics by tenure for the City of Ojai.

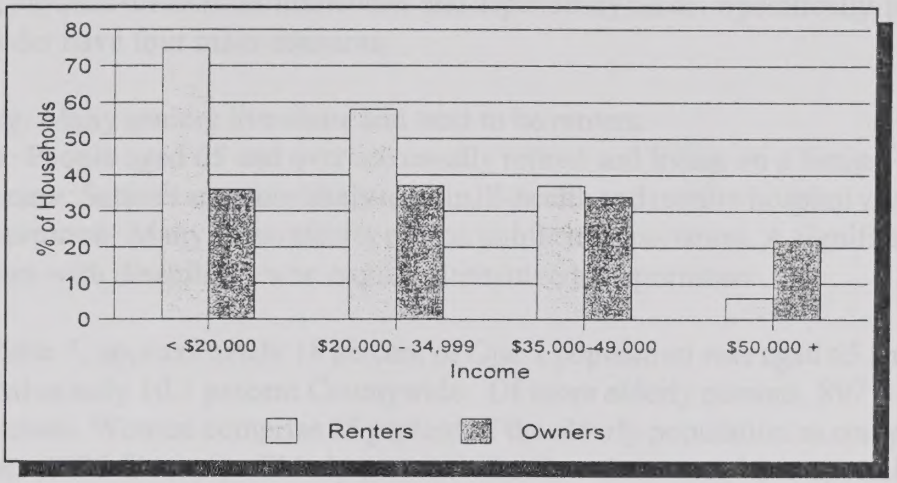
According to the 1990 Census, 1,184 (39 percent) of Ojai's approximately 3,000 households were spending 30 percent or more of their income on housing. Of these cost-burdened households, 667 (56 percent) were renters and 517 (44 percent) were owners. Ojai renters in the lowest income category (less than $20,000 in annual household income) experiences a high incidence of overpayment. Of the total renter households in this income category, 331 households (75 percent) spent 30 percent or more of their income on housing. In comparison, only 109 owner households in the same income category were cost-burdened.

Table 6: Households Overpaying for Housing

Income / Households	Less than $20,000	$20,000 to $34,999	$35,000 to $49,000	$50,000 or more	Total
Renters	331	271	51	14	667
Owners	109	133	102	173	517
Total	440	404	153	187	1,184

Source: 1990 Census

Figure 4: Overpaying Households by Income - 1990



Source: 1990 Census

Special Needs Groups

Certain segments of the population may have particular difficulties in finding decent, affordable housing because of their special needs and circumstances. These special needs groups, as defined by State housing element law, include the elderly, disabled persons, large households, female-headed households, farmworkers, and the homeless. The numbers of households or persons in each of these special needs groups in Ojai are summarized in Table 7.

Table 7: Special Needs Groups - 1990 and 2000

Special Need Group	Number of Persons or Households	% of Total Population or Total Number of Households
Elderly (65 years and older) persons*	1,405	17.9%
Households with Elderly Persons*	950	30.8%
Disabled persons (16 years and over)	898	** 15.5%
16 to 64 years old	390	8.7%
65 and over	508	37.6%
Female-headed households*	358	11.6%
With Children (under 18 years)*	217	7.0%
Large (5 or more members) households	277	9.5%
Persons employed in farming, fishing or forestry	124	*** 3.4%
Homeless persons	7	0.1%

Source: 1990 Census (unless otherwise noted) * Source: 2000 Census
** Percent of total persons 16 years and older *** Percent of total employed persons

***Elderly Persons*:** Many elderly households have special needs because of their relatively low, fixed incomes, physical disabilities/limitations, and dependency needs. Specifically, people aged 65 years and older have four main concerns:

- *Housing:* Many seniors live alone and tend to be renters.
- *Income:* People aged 65 and over are usually retired and living on a limited income.
- *Health care:* Seniors are more likely to be in ill-health and require hospital visits or stays.
- *Transportation:* Many of the elderly rely on public transportation. A significant number of seniors with disabilities who require alternative transportation

As shown in Table 7, approximately 18 percent of Ojai's population was aged 65 and above in 2000, compared to only 10.1 percent Countywide. Of these elderly persons, 897 were elderly persons living alone. Women comprise 65 percent of the elderly population as compared to 35 percent for men (1990 Census). Elderly persons who live alone may have special needs for assistance with finance, home maintenance and repairs, and other routine activities. Households with elderly persons accounted for 31 percent of all households in Ojai. In 1990, 36 percent (343) the elderly households in the City were renters.

There are currently four large residential care facilities which offer assisted living for seniors in Ojai. These include The Gables of Ojai (44 units of independent living units and 64 assisted living units), The Manor (35 beds), Mountain Vista Manor (15 beds), and the Acacias Nursing Home facility. Lower income seniors capable of independent living also reside in the public housing development, Whispering Oaks; however, this 101-room facility is fully occupied and has a long waiting list.

Oak Tree House is a senior day care center located in Ojai which serves as a meeting place and service center for seniors in the City. Services provided by the Center include noon-time meals, transportation services, peer counseling, and recreation, education, and cultural activities. The Center is sponsored by HELP of Ojai, Inc., a local social service organization.

In addition, HELP operates the Little House Multipurpose Center, which also offers services and/or programs benefitting seniors. These include blood pressure clinics, senior health clinics, elderly driving classes, and recreational classes. HELP also offers a "Meals on Wheels" program which delivers hot noon meals to the homes of people who are physically constrained.

Disabled Persons: Physical and mental disabilities can hinder access to traditionally designed housing units (and other facilities) as well as potentially limit the ability to earn income. About 900 persons aged 16 years and over (including the elderly) were disabled in 1990, representing 15.5 percent of Ojai's population (Table 8). Disabled persons include those with (1) work disabilities, (2) mobility/self-care limitations, or (3) both work disabilities and mobility/self-care limitations. Of the total disabled residents in Ojai, 508 or 60 percent were 65 years or older. This substantiates the need for assisted living facilities for senior residents.

Table 8: Disability Status of Non-Institutionalized Persons

Age \ Disability Status	With Work Disabilities only	With Mobility/ Self-care Limitations	With both Work Disabilities and Mobility/Self-care Limitations	Total Disabled Persons
Persons 16 to 64 years old	13	32	345	390
Persons 65 years and over	22	17	469	508
Total	35	49	814	898

Source: 1990 Census

Most lower income disabled persons are likely to require housing assistance. Their housing need is further compounded by design and location requirements which can often be costly. For example, special needs of households with wheelchair-bound or semi-ambulatory individuals may require ramps, holding bars, special bathroom designs, wider doorways, lower cabinets, and other interior and exterior design features.

Housing opportunities for individuals with disabilities can be addressed through the provision of affordable, barrier-free housing. Currently, housing units that are accessible to the disabled are limited in supply. In addition to the development of new units, rehabilitation assistance can also be provided to disabled renters and homeowners to modify existing units to improve accessibility. In addition, accessible housing can be provided through senior housing developments.

***Large Households*:** Large households are defined as those with five or more members. Large families of lower income often live in overcrowded conditions because of the limited supply of adequately sized affordable housing dwelling units.

According to the Census, there were 277 large households in Ojai in 1990. They made up approximately 10 percent of the households in the City. In contrast to many communities where large households primarily consist of lower-income ethnic minorities and renters, the majority of large households in the City are families who own their homes (63 percent) and have relatively high incomes.

Female-headed Households: Single-parent households often require special consideration and assistance as a result of their greater need for affordable housing and accessible day care, health care, and other supportive services. Female-headed households with children, in particular, tend to have lower incomes than other types of households. Because of their relatively low income,

such households often have limited housing options and restricted access to supportive services.

According to the 2000 Census, there were 358 female-headed family households in Ojai, of which 61 percent had children under the age of 18. A significantly number of these households are likely to be very low income. In 1990, three-quarters of female-parent households were living below the poverty level.

Farmworkers: Farmworkers are traditionally defined as persons whose primary incomes are earned through seasonal agricultural labor. They have special housing needs because of their relatively low income and the unstable nature of their job (having to move throughout the year from one harvest to the next).

The Census documents 124 Ojai residents employed in farming, forestry, and fishing occupations in 1990. These individuals accounted for only about 3 percent of the City's total employed residents, and are most likely predominately landscape workers for the numerous large resort and institutional uses in Ojai, as well as U.S. Forest Service workers. A small number of these landscape workers may also provide "day labor" or handyman services to businesses and residents in the community. Ventura County Assessor data documents only 38 acres of active agricultural use in the City, comprised entirely of avocado orchards and supporting a small number of seasonal, non-migrant workers. In addition, City staff is aware of several "gentleman farmers" who maintain small agricultural plots (such as wine grapes) on their property for personal use.

In summary, Ojai has no known migrant farmworkers in the community. Considering that there are so few persons employed in agricultural-related industries, and given their non-migrant status, the City will address their housing needs through its overall programs for housing affordability.

***Homeless Persons*:** Throughout the country, homelessness has become an increasing problem. Factors contributing to the rise in the homeless population include the general lack of housing affordable to lower and moderate income persons, increases in the number of persons with incomes falling below the poverty level, reductions in public subsidy to the poor, and de-institutionalization of the mentally ill.

The County of Ventura Homeless Ombudsman Program estimates that at any given time there are between 2,000 and 4,000 homeless persons in Ventura County, based on a countywide enumeration of the homeless conducted in early 1991. Representatives from the Ventura County Public Social Services (PSS) indicated that there is a tremendous need for SROs and other types of facilities to accommodate the homeless. Most shelters in the County are operated as cold weather shelters, leaving the homeless with no other emergency shelters during non-winter months. Also, there are many homeless families and persons residing in motel rooms which provide inadequate living conditions with their lack of kitchen facilities and privacy.

The 1990 Census reported seven homeless persons in emergency shelters or visible in street locations in Ojai, although this is likely an undercount. In 1998, HELP of Ojai Valley, a non-profit social services organization, provided shelter services to 42 unduplicated homeless persons in the City. Ojai Valley Family Shelter, a church-sponsored organization, sheltered approximately 22 people per night at their cold weather site.

The Community Assistance Program-Lease Assistance Loan and Grant Fund Program (CAP), offered in Ojai and administered by HELP, provides both immediate assistance and long-term life skills training for the homeless and economically distressed. CAP offers food, shelter, bus tokens, and referral services to homeless individuals and families, and helps lower income families survive difficult financial times by providing them with interest-free loans or small grants to secure new housing or remain in their existing homes. In particular, the program has been most successful in keeping single-parent families from becoming evicted and homeless. CAP is supported by the City's Redevelopment Agency and community churches.

Additionally, the Ventura County Human Services Agency offers a countywide General Relief Program for which all residents may apply. This program provides rental assistance, utility payment assistance, and transportation assistance. To be eligible, the applicant must be homeless or have an income of less than $300 per month. Table 9 lists the homeless services providers in Ojai and nearby communities that assist in providing short- and long-term care for the homeless.

Table 9: Inventory of Homeless Services and Facilities - Ojai and Nearby Communities

Organization	Beds and/or Services Provided
Ojai Valley Family Shelter 930 Grand Avenue, Ojai, CA 93023 (805) 646-3333	Provides food bags, rental and utilities assistance, gas/bus vouchers, hotel vouchers, prescription assistance, job referrals, and employment counseling.
HELP of Ojai, Inc. 111 W. Santa Ana Street, Ojai, CA 93024 (805) 646-5122	Offers the Community Assistance Program which provides homeless individuals and families with food, shelter, bus tokens, and referral services.
Commission on Human Concerns 621 Richmond Avenue, Oxnard, CA 93030 (805) 486-4725	Offers a day center for homeless persons that provides them with access to mail, telephone, and fax. Also provides utility assistance, counseling, meals, and legal services.
Ojai Ministerial Association	Provides shelter for women and children.
Salvation Army Family Services 155 S. Oak Street, Ventura, CA 93001 (805) 659-3598	Provides emergency food, clothing, furniture vouchers, referrals, youth and adult programs, and shelter and utility assistance.
Ventura County Behavioral Health Department 801 Poinsettia Place, Ventura, 93001 (805) 641-4460	Offers the Emergency Shelter Program which provides food and shelter to homeless, mentally ill individuals through the County via a voucher system.
Ventura County Public Health Department 3147 Loma Vista Road, Ventura, CA 93003 (805) 652-5918	Offers a program that provides primary health care, assessment, education, prescriptions, and referrals for follow-up services to homeless persons or transients. Also educates homeless families about health care coverage for families with dependent children (Medi-Cal).

Sources: *Directory of Health and Human Services*, Interface Children Family Services, February 2000
Public Health Department, County of Ventura, February 2000

HOUSING STOCK CHARACTERISTICS

This section of the Housing Element addresses various housing characteristics and conditions that affect the well-being of Ojai residents. Housing factors examined include the following: housing growth, housing type and tenure, age and condition, and housing costs and affordability.

Housing Growth Trends

Between 1980 and 1990, the housing stock in Ojai increased by nearly 13 percent, from approximately 2,775 units to 3,130 units. As of January 2000, the City contained 3,232 housing units, representing a growth of 3 percent since 1990. The low level of housing growth in the 1990s is, to a large extent, reflective of the economic recession in the early 1990s, as well as the limited areas remaining for residential growth in the community.

Housing Type and Tenure

Table 10 provides a breakdown of Ojai's housing stock by unit type in 1990 and 2000. The composition of the City's housing stock in 2000 is essentially the same as that nine years ago. As was the case in 1990, single-family homes are the predominant housing type in 2000. Single-family homes make up 77 percent of the stock in 2000, while the multi-family share is 23 percent More than two-thirds of the single-family homes are detached.

In terms of tenure, the proportion of owner-occupied households in Ojai (58 percent) in 2000 is higher than that of renter-occupied households (42 percent). The City's overall vacancy rate in 2000 is 4.4 percent, according to the 2000 Census. Specifically, the homeowner vacancy rate is 1 percent, while the rental vacancy rate is 3.2 percent.

Table 10: Comparative Housing Unit Mix - 1990 and 2000

Housing Type	1990		2000	
	No. of Units	% of Total	No. of Units	% of Total
SINGLE-FAMILY				
Detached	2,177	69.6%	2,239	69.3%
Attached	252	8.1%	252	7.8%
Total	2,429	77.6%	2,491	77.1%
MULTI-FAMILY				
2-4 Units	213	6.8%	222	6.9%
5+ Units	481	15.4%	512	15.8%
Total	694	22.2%	734	22.7%
MOBILE HOMES/OTHER	7	0.2%	7	0.2%
TOTAL HOUSING UNITS	3,130	100.0%	3,232	100.0%

Sources: 1990 Census
State Department of Finance, January 2000

Age and Condition of Housing Stock

The age of housing is commonly used as a measure of when housing may begin to require repairs. Figure 5 shows the age distribution of the housing stock in Ojai. In general, housing units over thirty years old begin to require more significant repairs and replacement of original systems, including new roofing, foundation work, new plumbing, and so on. Approximately two-thirds of the housing stock in the City is thirty years or older (built before 1970), a high proportion in comparison to even older cities in Ventura County including Santa Paula (58 percent), Ventura (54 percent), Oxnard (50 percent), and Fillmore (49 percent). The Countywide figure is 42 percent. The dramatic slowdown in housing production in the 1980s and 1990s is reflected in Figure 5. In particular, units less than ten years old (constructed since 1990) account for less than four percent of Ojai's housing stock.

Figure 5: Age Distribution of the Housing Stock - 2000



Sources: 1990 Census
State Department of Finance, January 2000

Despite the old age of many homes in Ojai, the majority of the housing stock is in good condition. There are, however, some isolated residential properties with signs of deterioration and deferred maintenance. In particular, Evergreen Cottages, a 24-unit housing complex built in the 1920s, was a major problem property prior to its demolition. The development was in very poor physical condition and failed to meet City building and safety standards. Instead of carrying out extensive rehabilitation, the property owner decided to demolish the project. A 23-unit residential development is currently proposed for the site.

To address the physical problems found in certain structures, the City has continued to provide housing rehabilitation assistance to Ojai residents. Through the Housing Rehabilitation Program, the Ojai Redevelopment Agency offers "low" and "no" interest loans to homeowners, enabling them to make critical improvements to their homes. This program is of particular benefit to senior homeowners who tend to have limited income.

Housing Costs

Housing costs are directly related to the quality of life in a given community. If housing costs are relatively high in comparison to the income of the residents, a community will experience higher levels of overcrowding and overpayment. This section discusses housing costs and their impact upon affordability.

Housing Prices: According to the 1990 Census, the median value of a single-family home in Ojai was $241,000, just slightly lower than the County median of $243,000. More recent data on actual sales from the California Association of Realtors indicate that the median sales price of single-family homes and condominiums in Ojai in June 1999 was $262,000, up 17 percent from June 1998 when the median price was $224,000. The Countywide figure was $218,000 in June 1999, an increase of only 7.6 percent since June 1998. Also interesting to note is that Ojai had the highest home price per square foot in Ventura County ($203 per square foot in March 2000), even though the City did not have the highest median sales price. This is reflective of the fact that many homes in Ojai are relatively smaller than those in other cities in the County.

Detailed housing market sales data for Ojai are provided in Tables 11 and 12. The median sale prices of single-family homes and condominiums are $230,000 and $162,000, respectively. The sales volume of single-family homes is fairly high between June 1998 and May 1999. Nearly three quarters of these homes are comprised of two- and three-bedroom units. The condominium housing market has not been particularly active, with only 29 sales between June 1998 and May 1999. Of the condominiums sold, three quarters have two bedrooms. Only two three-bedroom units were sold, likely indicating that these units are limited in supply.

Table 11: Prices of Single-Family Homes
June 1998 to May 1999

Number of Bedrooms	Median Price	Average Price	Price Range	Number of Units Sold
1	$162,500	$168,077	$123,000 - $252,000	13
2	$182,000	$249,662	$133,000 - $1,550,000	105
3	$232,000	$281,127	$132,000 - $840,000	153
4	$359,000	$382,043	$154,500 - $910,000	70
5	$499,000	$726,778	$126,000 - $1,850,000	9
6 or more	$862,000	$710,667	$320,000 - $950,000	3
Totals	$230,000	$302,629	$123,000 - $1,850,000	353

Source: California Market Data Cooperatives, June 1998 to May 1999

Table 12: Prices of Multi-Family Homes/Condominiums -
June 1998 to May 1999

Number of Bedrooms	Median Price	Average Price	Price Range	Number of Units Sold
1	$105,000	$105,800	$90,000 - $123,000	5
2	$162,250	$174,250	$85,000 - $245,000	22
3	$211,000	$211,000	$196,000 - $226,000	2
Totals	$162,000	$164,983	$90,000 - $245,000	29

Source: California Market Data Cooperatives, June 1998 to May 1999

Housing Rental Rates: Current rental rates in Ojai are summarized in Table 13. The Ojai Board of Realtors indicated that there are very few apartments and condominiums/townhomes for rent, and that resident turnover is very low. Rents range from $400 for a studio apartment up to $1,500 for a three-bedroom apartment or condominium/townhome. Most of the rental units available in the City are three-bedroom apartments, and command rents between $1,200 to $1,500 per month.

Table 13: Rental Rates - September, 1999

Housing Type	Range of Rental Rates
Apartments	
Studio	$400 - $500
1 Bedroom	$500 - $700
2 Bedrooms	$800 - $1,000
3 Bedrooms	$1,200 - $1,500
Condominiums & Townhouses	
2 Bedrooms	$800 - $1,200
3 Bedrooms	$1,200 - $1,500

Sources Ojai Board of Realtors, September 1999

Housing Costs and Affordability: Determining the affordability of housing in Ojai requires a comparison between the costs of owning and renting a home, and a household's ability to pay for housing. The maximum affordable home prices and monthly rents for a four-person household in Ventura County are calculated using the 1999 HUD-established Area Median Family Income (MFI) limits for Ventura County which is $65,300 (See Tables 14 and 15). Affordable housing cost is based on a maximum of 30 percent of gross household income going towards mortgage or rental costs. These maximum affordable costs would be adjusted downward for smaller households or increased for larger households.

Table 14: Affordable Homeownership Costs by Income Category
Ventura County - 1999

Income Group (defined as % of County MFI)	Median Income	Monthly Affordable Housing Cost	Property Taxes, Utilities, Home-ownership Insurance	Affordable Mortgage Payment	Maximum Affordable 30-Year Mortgage	Maximum Affordable Home Price
Very Low (0-50% MFI)	$32,650	$816	$350	$466	$66,683	$73,400
Low (51-80% MFI)	$47,800	$1,195	$400	$795	$113,701	$125,100
Moderate (81-120% MFI)	$78,350	$1,959	$400	$1,559	$222,933	$245,200

Note: Calculation of affordable home sales price based on downpayment of 10%, annual interest of 7.5%, 30-year mortgage, and monthly payment of 30 percent of gross household Income.

Table 15: Affordable Rents by Income Category
Ventura County - 1999

Income Group (defined as % of Area MFI)	Median Income	Monthly Affordable Rent	Utility Allowance	Affordable Monthly Payment
Very Low (0-50% MFI)	$32,650	$816	$50	$766
Low (51-80% MFI)	$47,800	$1,195	$50	$1,145
Moderate (81-120% MFI)	$78,350	$1,959	$50	$1,909

Note: Calculation of affordable rent is based on a monthly payment of 30 percent of gross household income.

Given that its maximum affordable home price is only $73,400, a **very low-income** (0 to 50 percent of MFI) four-person household cannot afford to purchase a home or condominium of any size in Ojai. In terms of the rental market, only studio and one-bedroom apartments are affordable to very low-income households, however, this is not a feasible option for a family of four. As a result, very low-income households are faced with housing overpayment and/or overcrowding unless some form of rent subsidies can be secured.

A **low-income** (51 to 80 percent of MFI) household may be able to find some two-bedroom condominiums within their range of affordability in Ojai. However, condominiums are very limited in supply, and saving the necessary downpayment may further constrain home purchase by low-income households. With an affordable monthly payment of $1,145, a low-income

household should be able to rent a two-bedroom apartment or condominium in Ojai. While three-bedroom apartments are the most prevalent, rents for these units are beyond the level of affordability of low-income households.

A **moderate-income** (81 to 120 percent of MFI) household should be able to purchase a three-bedroom single-family home in Ojai. With a maximum affordable home price of $245,200, moderate-income households can afford the median-priced three-bedroom single-family home as well as all condominiums. In terms of rental options, moderate-income households can afford the full range of rental units available in Ojai.

Future Housing Needs

Future housing need refers to the share of the region's housing need that has been allocated to a community. The Southern California Association of Governments (SCAG) calculates future housing need based upon household growth forecasts provided by communities, plus a certain amount of units needed to account for normal and appropriate level of vacancies and the replacement of units that are normally lost to conversion or demolition.

In allocating the region's future housing needs to different jurisdictions, SCAG is required to consider various planning considerations in State law (Section 65584) including: 1) market demand for housing; 2) type and tenure of housing; 3) employment opportunities; 4) commuting patterns; 5) suitable sites and public facilities; 6) loss of assisted multi-family housing; 7) special housing needs; and 8) reduction of impaction of lower income households.

In 1999, SCAG developed its regional housing needs assessment (RHNA) based on forecasts contained in the Regional Transportation Plan. This Plan contained Ojai's population, employment, and household forecasts from 1998 through 2005. These growth forecasts are the basis for determining the amount of housing demand.

Once household growth is determined, SCAG makes an adjustment to allow for a sufficient number of units needed for normal vacancies and replacements for demolitions and conversions. The vacancy and demolition calculations are based upon average rates developed for jurisdictions under the Ventura Council of Governments (VCOG). SCAG then applies a "fair share" formula to determine the units to be affordable to four income groups: very low (defined as 50 percent of the County median income), low (51 to 80 percent), moderate (81 to 120 percent), and upper (121 percent and more).

As indicated in Table 16, Ojai's share of the region's future housing needs is a total of 209 units for the 1998 to 2005 period. The income composition of these units is also provided. As permitted under State law, the City of Ojai appealed its RHNA and requested a unit reduction to reflect actual records of demolition (rather than estimates based on a sub-regional average demolition rate).

Table 16: Share of Regional Housing Needs 1998-2005

Income Group	% of County MFI	Housing Need	% of Total Need
Very Low	0 to 50%	51	24%
Low	51 to 80%	24	11%
Moderate	81 to 120%	40	19%
Upper	>120%	94	45%
Total		209	100%

Source: Southern California Association of Governments, 2000

Assisted Housing At Risk of Conversion

State law requires the Housing Element to identify, analyze and propose programs to preserve housing units that are currently restricted to low-income housing use and will become unrestricted and possibly lost as low-income housing. Assisted rental developments include multi-family rental housing assisted under several federal, state and local programs. Review of Federal and State subsidized housing inventories indicates that there are currently no "Assisted Housing Projects" in Ojai, as defined by State Government Code Section 65583 (A)(8). There is, however, one lower income public housing development in Ojai.

Constructed in 1980, Whispering Oaks is a 101-unit senior apartment complex owned and operated by the Area Housing Authority of the County of Ventura (AHACV). The development consists of 100 one-bedroom and 1 two-bedroom units for very low-income seniors. In addition, ten (10) of the units are allocated for occupancy by handicapped or disabled individuals. As an AHACV-owned project, Whispering Oaks is not at risk of converting to a market-rate development.

Table 17: Assisted Multi-family Rental Housing Project

Project Name and Address	Number of Affordable Units	Rental Rates	Year Affordability Period Ends	Type(s) of Government Assistance	Tenant Type
Whispering Oaks 999 E. Ojai Avenue	101	$650-660 for 1-bedroom; $800 for 2-bedroom	Permanent	Area Housing Authority of the County of Ventura	Senior

Source: Area Housing Authority of Ventura County, 2000

In addition to Whispering Oaks, Ojai contains an affordable housing project developed by Cabrillo Economic Development Corporation (CEDC), a non-profit housing corporation active in Ventura County. Completed in 1993, Montgomery Oaks is a townhome development with 21 one- to three-bedroom rental units for very low- and low-income families. The City assisted in the development of this project through a density bonus and financial assistance. Under an agreement with the City Redevelopment Agency, rental rates at Montgomery Oaks are restricted for 55 years to levels affordable to lower income households. Another CEDC project, Sycamore Homes, is currently under construction and will soon be completed. This ownership project on Fulton Street will consist of 24 single-family homes for low- and moderate-income households. Sycamore Homes received a density bonus, regulatory concessions, and financial assistance from the City.

HOUSING CONSTRAINTS

The provision of adequate and affordable housing opportunities is an important goal for the City of Ojai. There are, however, a variety of factors that encourage or constrain the development, maintenance, and improvement of the housing stock in the City. These include government codes, market mechanisms, and physical and environmental constraints. This section addresses potential market, governmental, and environmental/infrastructure constraints in Ojai.

MARKET CONSTRAINTS

Construction Costs

The single largest cost associated with building a new house is the cost of building materials, comprising between 40 to 50 percent of the home sales price. Construction costs for single-family homes of average to good quality range from $50 to $80 per square foot; custom homes and units with extra amenities run substantially higher. Costs for wood frame, multi-family construction average around $45 to $75 per square foot, exclusive of parking. Construction of subterranean parking commands a much higher cost than surface parking.

A reduction in amenities and the quality of building materials (above a minimum acceptability for health, safety, and adequate performance) could result in lower sales prices. In addition, prefabricated factory-built housing may provide for lower priced housing by reducing construction and labor costs. Another factor related to construction costs is the number of units built at one time. As the number increases, overall costs generally decrease as builders are able to take advantage of the benefits of economies of scale. This type of cost reduction is of particular benefit when density bonuses are used for the provision of affordable housing.

Land Costs

A key component of the total cost of housing is the price of raw land and any necessary improvements. The diminishing supply of land available for residential construction combined with a fairly high demand for such development has served to keep the cost of land relatively high in California. High and rapidly increasing land costs have resulted in homebuilders developing more and more high-priced homes in order to preserve profits. Because Ojai is approaching build-out of its flatter areas of land, residential land costs are relatively high. In December 1999, the Cabrillo Economic Development Corporation (CEDC), a non-profit housing developer active in Ventura County, purchased 2.77 acres of land zoned Village Mixed Use (VMU) at a total cost of approximately $1 million, translating into slightly over $8 per square foot of land. Land costs are likely to be higher in more rural, hilly areas of Ojai where development is more difficult due to topographical constraints.

Availability of Mortgage and Rehabilitation Financing

The availability of financing affects a person's ability to purchase or improve a home. Interest rates are determined by national policies and economic conditions, and there is little that local government can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchasing opportunities to a broader economic segment of the population. In addition, government insured loan programs may be available to reduce mortgage downpayment requirements.

Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose information on the disposition of loan applications and the income, gender, and race of loan applicants. As shown in Table 18, of the 416 applications for conventional mortgage loans to purchase homes in Ojai in 1998, about 69 percent were originated (approved by lenders and accepted by applicants). This percentage is higher than that the nationwide rate of 60 percent. The overall denial rate was 10 percent, while 23 percent of the applications were withdrawn, closed for incompleteness, or not accepted by the applicants. As expected, the denial rate for low-income applicants was the highest (15 percent) among the three income groups. However, approximately one-quarter of applicants for conventional mortgages in Ojai were low-income, indicating a relatively high incidence of lower income households seeking to purchase homes.

Table 18: Disposition of Home Purchase Loans

Applicant Income	Conventional Loans				Government-Assisted Loans			
	Total Applications	% Originated	% Denied	% Other*	Total Applications	% Originated	% Denied	% Other*
Low (< 80% MFI)	98	64.3%	15.3%	20.4%	8	62.5%	12.5%	25.0%
Moderate (80-119% MFI)	117	72.9%	8.5%	19.6%	8	87.5%	12.5%	0.0%
Upper (=/> 120% MFI)	185	69.2%	9.2%	21.6%	5	80.0%	0.0%	20.0%
Not Available	16	43.7%	6.3%	50.0%	2	0.0%	0.0%	100.0%
Total	416	68.7%	10.3%	22.7%	23	69.6%	13.0%	17.4%

Source: Home Mortgage Disclosure Act (HMDA) data, 1998

* "Other" includes applications approved but not accepted, files closed for incompleteness, and applications withdrawn.

In addition to conventional mortgages, a limited number of government-assisted mortgages (FHA, VA etc.) were also initiated in Ojai. These sources of mortgage financing provide greater access to credit for low- and moderate-income households. However, due to maximum sales price ceilings, their application is fairly limited in Ojai.

Table 19 shows the disposition of conventional home improvement loans; only three applications were made for government-assisted improvement loans and thus this data is not presented. Compared to mortgage loans, home improvement loans were much more difficult to secure, as is typical in most jurisdictions. The overall origination rate for conventional home improvement loans was relatively low: about 52 percent compared to 69 percent for conventional home purchase loans. The relatively high rate of applications among low-income households and high loan denial rate support the importance of City sponsored rehabilitation assistance for these households. Increasing the availability of financing sources for households to improve or rehabilitate their homes is important to maintaining the overall quality of housing in Ojai.

Table 19: Disposition of Home Improvement Loans

Applicant Income	Conventional Loans			
	Total Applications	% Originated	% Denied	% Other*
Low (< 80% MFI)	28	46.4%	32.1%	21.4%
Moderate (80-119% MFI)	10	60.0%	20.0%	20.0%
Upper (=/> 120% MFI)	24	58.3%	20.8%	20.8%
Not Available	1	0.0%	0.0%	0.0%
Total	63	52.4%	25.4%	22.2%

Source: Home Mortgage Disclosure Act (HMDA) data, 1998
* "Other" includes applications approved but not accepted, files closed for incompleteness, and applications withdrawn.

GOVERNMENTAL CONSTRAINTS

Aside from market factors, actions by the City can have an impact on the price and availability of housing. Land use controls, site improvement requirements, building codes, fees, and other local programs intended to improve the overall quality of housing may serve as potential constraints to the development and improvement of housing.

Land Use Controls

The Land Use Element of the General Plan sets forth the City's policies for guiding local development and growth. These policies, together with existing zoning regulations, establish the amount and distribution of land uses within the City. The General Plan provides for the residential land use categories as shown in Table 20.

Table 20: Residential Land Use Designations

Residential Land Use Category	Corresponding Zoning District(s)	Maximum Dwelling Units per Acre	Description
Very Low Density Residential (VLR)	A, R-O-1, R-O-2, R-O-4	0 - 1.0	Very low density development to provide a quasi-rural setting for single family residences on a single lot. Uses also include the keeping of large animals and individual private recreation facilities.
Low Density Residential (LR)	R-O-1/2	1.0 - 2.0	Provide for transition from VLR areas to more urban uses. Uses include detached single family residences on a single lot, the keeping of large animals and individual private recreation facilities.
Medium Density Residential (MR)	R-O, R-1	3.0 - 4.0	Provide for detached single family homes within a neighborhood context, including both custom and tract styles of residential development.
Medium High Density Residential (MHR)	R-2, VMU	Up to 8.0	Provide transition from single family densities to those found in the Village Mixed-Use designation, including attached single family residential homes on individual lots.
High Density Residential (HR)	R-3	Up to 15.0	Provide for the orderly development of high density, multi-family housing that is compatible with surrounding properties. Other uses include detached single family units on a single lot as well as single family attached units.
Special Housing Overlay (SPL)	R-2, R-3, VMU	Density increase or within requirements of underlying designation.	Provide for development of affordable housing including development of senior housing, SRO facilities, institutional housing, and shelters or transitional housing.

Source: Land Use Element, City of Ojai General Plan, May 1997

In addition to the land use designations identified in Table 20, the City has adopted the Maricopa Specific Plan as an amendment to the General Plan to allow for the accommodation of expanding residential and non-residential land use. The 1,100-acre Maricopa Specific Plan area is located within the western Ojai Valley. It encompasses the western portion of the City and unincorporated areas of Ventura County directly west of the City. This Plan has its own land use designations to guide development in that particular area and falls within the overall development framework defined by the Land Use Element of the General Plan.

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The Maricopa Specific Plan allows for a maximum of 670 dwelling units. When the Plan was prepared in 1991, there were 438 units (282 single-family homes and 156 multi-family units) in the Plan area, indicating that the remaining residential growth potential of the area is 232 units. Most of these additional units will be accommodated in the unincorporated portion of the Plan area, outside of City limits. In addition, several large institutional-recreational land uses fall within the incorporated portion of the Plan area (Krotona, Krishnamurti, Villanova School, and Ojai Valley Inn and Country Club). These uses are permitted to have on-site residences (up to five) for occupancy by the proprietor, manager or custodian.

Village Mixed-Use (VMU) Zone: The City provides for additional residential opportunities in the Village Mixed-Use (VMU) Zone. This new zone district was established as part of the City's 1997 Land Use Element, and is designed to enhance the pedestrian-oriented character of Ojai's downtown through integration of compatible commercial and residential uses. The VMU Zone provides property owners with some flexibility by allowing exclusively residential projects, exclusively commercial developments, or a mixture of the two.

Both single-family homes and multi-family dwellings, including apartments, are permitted in the VMU Zone. The maximum density for residential units is eight (8) units per acre, although projects integrating residential and commercial uses are permitted a floor area ratio (FAR) of 1.0, a 100 percent bonus over commercial-only projects. Live/work projects are permitted a FAR of 0.5. To facilitate housing development and mixed-use projects, the VMU Zone offers more relaxed development standards than those normally permitted. For instance, the height limit is 35 feet and maximum building coverage is 70 percent in the VMU Zone, both of which are higher than the standards allowed in the R-2 and R-3 Zone.

Special Housing Overlay (SPL): As part of the 1997 Land Use Element update, the City established the Special Housing Overlay Zone. The primary purpose of this designation is to identify land which is appropriate for the development of affordable housing. Projects within the overlay areas may be developed using density increase incentives up to a maximum density, or may be developed within the requirements of the underlying designation. Typical uses include the development of senior housing, affordable housing, single residence occupancy facilities, public and private institutional housing, as well as public and private shelters or transitional housing. This designation includes all types of housing units, although the most common developments are considered to be those at medium to high residential densities.

Residential Development Standards

Ojai's Zoning Ordinance provides for the residential zones shown in Table 21. The development standards for these zones allow for a wide range of densities, varying from one unit per ten-acre parcel to 15 units per acre.

Table 21: City of Ojai Zoning Standards

Zone	Minimum Lot Size	Density	Minimum Lot Width	Minimum Lot Depth	Setbacks			Height	Lot Coverage	Off-Street Parking	Driveway		Land-scaping	Other
					Front	Sides	Rear				One-Way	Two-Way		
Single-Family Residential														
A	10 Acre	1 unit/lot	200'	---	50'	50'	50'	30'	N/A	2 covered	10'	20'	—	Agricultural/animal uses guest house
R-O-4	4 Acre	1 unit/lot	200'	200'	40'	25'	25'	30'	N/A	2 covered	10'	20'	---	Animal uses/guest house
R-O-2	2 Acre	1 unit/lot	125'	125'	40'	25'	25'	30'	N/A	2 covered	10'	20'	---	Animal uses/guest house
R-O-1	1 Acre	1 unit/lot	100'	100'	40'	12'	25'	30'	N/A	2 covered	10'	20'	---	Animal uses/guest house
R-O-1/2	20,000 SF	1 unit/lot	100'	---	25'	12'	25'	30'	35%	2 covered	10'	20'	---	Animal uses/guest house
R-O	12,000 SF	1 unit/lot	100'	---	25'	12'	25'	30'	35%	2 covered	10'	20'	---	Animal uses/guest house
R-1	10,000 SF	1 unit/lot	100'	---	20'	12/5'	25'	30'	35%	2 covered	10'	20'	---	1 mobile home (permanent foundation)
Multiple-Family Residential														
R-2	10,000 SF 5,000 SF per unit	8 units/ac. 45' apart	100'	---	20' or 25% of lot	5'	25'	30'	35%	2 (1 covered)	10'	20'	40%	Rec/Leisure area 200 SF
R-3	9,600 SF 3,000 SF per unit	15 units/ac.	80'	120'	15'	10'	15'	30'	60%	2 (1 covered)	10'	20'	40%	Rec/Leisure area 200 SF
R-S	Same requirement as R-3 above with provisions for density bonuses.													

VMU	8,500 SF	8 units/ac.	68'	125'	10'	15'	5'	35'	70%	Single-family: 2 in a garage/ carport per unit Multi-family: 2 per unit (50% in garages)	Not specifie

Apart from the maximum density permitted by the Zoning Ordinance, there are two standards that may affect the number of units that can be constructed on a given lot: maximum lot coverage and height limit. The amount of lot area that may be covered by development is restricted to 35 percent in R-O-1/2, R-O, R-1, and R-2 zones, 60 percent in R-3 zones, and 70 percent in the VMU zone. Residential zones are restricted to 30-foot building heights, with the VMU zone permitting up to 35 feet in height. Together, the limited height requirement and lot coverage in residential districts can restrict the amount of housing that may be built in both lower and higher density areas. As indicated below, City staff is recommending an increase in maximum lot coverage as part of the Zoning Code update. In addition, under density bonus provisions, a developer may request the waiver or modification of development and zoning standards, including (but not limited to) minimum lot size, side yard setbacks and placement of public works improvements, which would otherwise inhibit the use of a density bonus on specific sites.

The Ordinance requires two off-street parking spaces in a garage or carport for each single-family home, and two off-street parking spaces for each multi-family dwelling unit. Carports for multi-family units can serve to reduce development costs in contrast to the provision of separate garages. In the VMU zone, the City has consistently provided reduced parking for mixed residential/commercial developments.

The City is currently in the process of revising its Zoning Code. A goal of this revision is to better facilitate affordable housing development. For example, staff is proposing a reduction in the current 45-foot building separation requirement in the R-2 and VMU zone to 25 feet. In addition, staff is recommending increasing the amount of developable area by allowing for increased lot coverage in R-2 zone. Finally, the minimum 8,000-square foot lot size requirement in the VMU zone conflicts with the General Plan density of 8 units per acre, and will be revised to 5,000 square feet for consistency.

In summary, the overall intent of the City's Land Use Plan as implemented through the Zoning Ordinance is to create a dense compact core to the community, with decreasing reliance on the automobile. To achieve this end, the City has adopted the VMU zoning designation with greater flexibility in development standards to better facilitate development in the downtown. These modified standards have proven effective in supporting development of two significant projects - the 24 unit small-lot Sycamore Homes project (developed at approximately 11 units per acre), and the 23-unit Los Arboles mixed-use condominium project (8 units per acre) to be developed on the prior Evergreen Cottages site. In addition, several smaller commercial/residential live-work projects have been constructed in the VMU district. Clearly, the development standards

under the VMU designation have not served as a constraint to development.

In addition to flexible development standards offered through the VMU district, the City also offers density and other development incentives for projects with an affordable housing component through the density bonus provisions described below.

Density Bonus Provisions: A density increase may be granted in the number of dwelling units of at least 25 percent over the maximum allowable density to residential projects with five or more units. Such projects include housing developments for which at least: 20 percent of the total units are reserved for lower income households; 10 percent of the units are for very low-income households; or 50 percent of the units are for income-eligible senior residents.

In 1999, the City granted a density increase of two units to Sycamore Homes, an affordable housing project being developed by the Cabrillo Economic Development Corporation, a non-profit developer. The project consists of 24 single-family homes which will all be made available to low-income households. Minimum lot size required for the development was also reduced to 3,700 square feet per unit, allowing Cabrillo to build 24 single-family homes on a site previously accommodating only seven dwelling units (which will be demolished).

In addition to density bonuses, the City offers regulatory concessions to facilitate the development of affordable housing. They include the following:

- Reduction in site development standards or modification of Zoning Code requirements or architectural design requirements;
- Approval of mixed use zoning in conjunction with the housing development if commercial, office, industrial, or other land uses will reduce the cost of the project; and
- Other regulatory incentives or concessions proposed by the developer or the City which will result in identifiable cost reductions.

Exemptions from Growth Management Program: The City has a Residential and Commercial Growth Management Program for all residential, commercial, and office development. The Residential Growth Management Plan was adopted in 1979 to protect the health and welfare of the citizens from a serious decline in air quality in the Ojai Valley airshed and the failure of the region to meet federal and State air quality standards. It also provides a mechanism to coordinate the availability of public facilities and services with growth. All new projects are reviewed to determine whether the project has obtained a development allotment or is exempt from the provisions of the program. The following developments are exempt from the Growth Management Ordinance: senior citizen housing projects, facilities for the physically handicapped, and affordable housing (very low, low and moderate-income units). Housing developments which replace one-for-one existing units are also exempt from growth management, such as redevelopment of the Evergreen Cottages site.

The Residential Growth Management Ordinance currently allows for a maximum of 14 housing units to be developed each year, not including the exempt units mentioned previously. The allocation to the non-exempt units is done on a quarterly basis if there are requests for growth allocations. Because the City is nearly built-out, there has not been a great demand for residential allocations over the past several years. Unused allocations are placed in a "bank" rather than automatically rolled over to the next year. If requests for allocations exceed those available during any quarter, individual requests can be made to the Council to release banked allocations. The policy for banking unused allocations was adopted several years ago, and while not used extensively, the Council has never denied a request to release banked allocations.

For the past several years, less than one-half of the City's annual allowed growth allocation has been used. Due to a lack of demand for growth allocations and a growing bank of unused allocations, the City Council began retiring growth allocations to help off-set the unavoidably significant traffic and air quality impacts associated with approval of affordable housing projects. Since affordable housing projects have been the largest residential projects approved by the City over the past several years, this approach has been helpful in making the impacts from affordable housing projects more acceptable to the general community. Even with this retiring of growth allocations, there are currently still 59 unused growth allocations, or over 4 years worth of allocations in the "bank." The City has never denied proposed residential development due to its Growth Management Ordinance, and the Ordinance has therefore not acted in any way as a constraint to development.

The Ordinance has negligible impact on development costs and permit processing. A building permit is issued no longer than 90 days from the day the application is submitted. On average, the City receives five to six applications for permits annually. The Growth Management Ordinance expires in December 2000 but is anticipated to be renewed.

Unlike most cities in Ventura County, the City did not adopt the SOAR (Save Open Space and Agricultural Resources) initiative that aims to discourage urban sprawl and protect agricultural, open space, watershed, sensitive wetlands, and riparian areas.

Provisions for a Variety of Housing Types

Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the population, including second units, mobile homes, factory-built housing, multi-family rental housing, emergency shelters, and transitional housing.

Second Units: A Second Unit Ordinance was adopted in response to the State's "Granny Flat" legislation. The Zoning Ordinance permits the construction of a second unit on residential lots

over 10,900 square feet. The construction of second units is also exempt from the requirements of the City's Growth Management Plan.

***Mobile Homes/Manufactured Housing*:** Pursuant to State law, the City permits manufactured housing placed on a permanent foundation in all its residential zones. Such housing is subject to the same development standards and design review criteria as stick-built housing as set forth by the zoning district. The City currently permits mobile homes in the R-1 zone.

Multi-Family Rental Housing: Multi-family housing makes up about 23 percent of the City's housing stock. Multiple family developments are permitted in the R-2, R-3, and VMU zones. The maximum dwelling unit densities for the R-2 and R-3 zones are 8 and 15 units per acre, respectively. A developer may receive a density bonus and/or regulatory concessions from the City to offset the costs of providing affordable housing units.

Transitional Housing and Emergency Shelters: The Zoning Ordinance does not specifically allow or prohibit transitional housing and/or emergency shelters. However, the Special Housing Overlay (SPL) Zone established by the Land Use Element in 1997 permits the development of public and private emergency shelters, and transitional housing. There are approximately 12.5 acres of land currently designated as SPL. The SPL Zone is an overlay that can be applied to the R-2, R-3, and VMU zones, and could be used to accommodate shelters or transitional housing facilities within these districts.

Caretaker/Manager Housing: The Zoning Ordinance permits single-family homes for occupancy by the proprietor, manager, or custodian of a commercial enterprise in the Neighborhood Commercial (C-1) and the Industrial Light Manufacturing (M-1) zones. In addition, the Ordinance permits as an accessory use single-family dwellings (up to five) established in conjunction with an institutional-recreational use (such as a hotel or country club) for occupancy by the proprietor, manager, or custodian.

Development and Planning Fees

The City's Planning and Building Department collects various fees from developers to cover the costs of processing permits and providing necessary services and infrastructure. For most services, the total fees charged is the sum of a core fee and a deposit. Some services, such as the pre-application review and a zone change require only a core fee. Compared to other cities in Ventura County, planning and development fees charged in Ojai are relatively low. Table 22 is a list of planning fees and deposits charged by the City.

New residential development projects are subject to various other fees including the Ojai School Facilities Fee and impact fees.

School Facilities Fee: As permitted by State law, the Ojai Unified School District levies school facilities fee on new residential development projects. This fee is used to improve and expand school facilities in the District. The amount of facilities fee to be paid by an applicant for a building permit for a residential development is calculated based on the following:

(1) the cost to the school district of renting, furnishing, and equipping for a five-year period a relocatable classroom and related facilities;

(2) the maximum number of pupils, which can be accommodated by such relocatable classroom and related facilities at any given time; and

(3) the estimated maximum number of pupils which, in the current fiscal year or any one of the next succeeding four fiscal years, will reside in the dwelling unit(s) and will enroll in the school or schools serving the attendance area in which the unit(s) will be located.

Impact Fees: All new residential (and non-residential) development projects are subject to impact fees. Impacts fees are levied for the purpose of financing the capital improvements necessary to support new development projects. No tentative subdivision map, parcel map, grading permit, building permit, final inspection, or certificate of occupancy can be issued or approved until the fees have been collected.

Table 22: Planning Fees

Fee Type	Fees
Amendment to Maps	$725 plus $125 deposit
Appeal to Commission	$508
Architectural Review	
Building under 1,000 sq. ft.	$573 plus deposit $120
Building under 5,000 sq. ft.	$900 plus deposit $120
Certificate of Compliance	$460 plus deposit $500
Conceptual Review	$100 to $200
Conditional Use Permit	
Minor modification	$449 plus deposit $165
Major modification	$2,460 plus deposit $175
Condominium Conversion	$811 plus deposit $600
Development Agreement	
Major	$2,704 plus deposit $2,500
Minor	$1,460 plus deposit $1,350
Environmental Impact Report Review	$4,032 plus deposit $2,069
General Plan Amendment	$3,569 plus deposit $1,200
Negative Declaration	$541 plus deposit $2,500
Tree Permit (Remove)	$127
Planned Unit Development	$2,055 plus deposit $1,600

Table 22: Planning Fees

Fee Type	Fees
Subdivision Improvement Plan	$4,867 plus deposit $5,300
Variance: Residential	$270 plus deposit $116
Zone Change Map Text Amendment	$2,452 plus deposit $1,186
Zone Change Text of Ordinance	$649

Source: Planning & Building Department, City of Ojai, July 2001

Building Codes and Enforcement

In addition to land use controls, local building codes also affect the cost of housing. The City has adopted the Uniform Building Code (UBC) which establishes the minimum standards for new construction. While the City may impose more stringent standards, it cannot adopt any which are below those of the UBC. No standard has been adopted above the minimum standards of the UBC.

Code enforcement efforts in Ojai focus on bringing substandard units into compliance with the UBC. Potential code violations are identified on a complaint basis. Once a potential violation is identified, City staff performs a property inspection and if necessary, code citations are issued to the property owner. The owner is informed of the Housing Rehabilitation Loan program offered by the City. This program offers rehabilitation loans to financially disadvantaged property owners to assist them with needed home repairs/improvements.

Local Processing and Permit Procedures

The processing time needed to obtain development permits and required approvals is often cited as a prime contributor to the high cost of housing. Additional time may be necessary for environmental review, depending on the location and nature of a project. While the City carefully reviews all projects, the City's average processing time for development projects is perhaps the shortest in Ventura County, due in large part to the limited development case load in Ojai. Since 1983, the City has been operating a streamlined permit process to facilitate developers' proposals and to keep costs down.

ENVIRONMENTAL AND INFRASTRUCTURE CONSTRAINTS

Several environmental issues tend to constrain development within Ojai. The following environmental issues have led to the implementation of governmental constraints which in effect limit development. These include traffic, biological resources, public services and facilities, flood hazard areas, and air quality.

Traffic: Current County policy passed in 1988 prohibits discretionary development that may add any unmitigatable traffic on State Highway 33 through Casitas Springs during critical weekday commuter peak travel periods. This roadway segment has experienced unacceptable roadway service levels (Level of Service F) for several years and has continued to worsen. The area known as the "Edison Curve," where the freeway ends and two lanes of traffic flow begin is the inception of the traffic congestion problems.

In addition, the Circulation Element of the General Plan establishes policies which can limit housing development in Ojai. Circulation policies 1, 2, and 3 have direct impact on residential growth by limiting the amount and intensity of future development through the establishment of minimum acceptable traffic volume thresholds (level of service). However, a greater increase in the maximum peak hour volume-to-capacity ratio is permitted to accommodate the construction of a single-family home on an existing lot. Affordable housing units are exempt from the traffic policies.

Tree Ordinance: The City has a Tree Ordinance to prevent the cutting of oak trees, sycamore trees, and several other species of "mature" trees (12" or more in diameter) as well as to protect oak tree root zones on all developed and undeveloped land, regardless of whether the land is public or private property. The Ordinance requires issuance of a tree permit if construction necessitates severe tree trimming or locating a structure within 100 feet of an existing oak tree. However, fully developed single-family zoned parcels are exempt from tree permits.

Public Services and Facilities: Future development in the Maricopa Specific Plan Area may result in an increased demand for certain utilities and community services. Master Plans for sewer, water and other community services have included development of the area in their planning projections. Consequently, most urban and community service systems have been or will be sized in anticipation of site specific development that will occur in the Specific Plan area.

Flood Hazards: The potential of flooding is a major safety concern in Ojai since parts of the City are subject to extensive flood hazards. The Federal Emergency management Agency (FEMA) identifies areas designated as possible flood hazard zones, as well as areas located in 100-year and 500-year flood plains. Development in flood plains and flood prone areas, stream channels, canyon channels, and barranca channels is regulated in the City's Flood Protection Ordinance.

Air Quality: Air quality is an important environment issue in Ojai, which is located in the South Central Coast Air Basin. To specifically address air quality issues, the City's General Plan contains an Air Quality Element. Ojai's Growth Management Plan limits residential construction activity largely to address growing resident concerns over rapid development in the Ojai Valley and the resultant effects on environmental resources, including air quality.

HOUSING RESOURCES

This section describes and analyzes resources available for the development, rehabilitation, and preservation of housing in Ojai. This includes the availability of land resources to satisfy the City's share of the region's future housing needs, financial resources available to support the provision of affordable housing, and administrative resources available to assist in implementing the housing programs.

AVAILABILITY OF SITES FOR HOUSING

State law requires communities to demonstrate that they have sufficient available land to accommodate their housing construction targets in accordance with their 2000-2005 regional housing needs (RHNA) allocation from SCAG. Therefore, an important component of the City's Housing Element is the identification of appropriate and suitable sites for future housing development as well as the evaluation of the capacity of each site to accommodate additional housing units. Table 23 summarizes Ojai's residential development potential by zone district Both vacant and underutilized sites are included in the inventory. Appendix A provides a detailed list of vacant sites available for future residential development. This inventory identifies vacant residential parcels by address, assessor parcel number, and site acreage, and will be utilized by the City to assist developers in locating key developable parcels. Based on the 5,000-square foot lot size permitted in each of these districts, unit potential was calculated for each parcel, and aggregated in Table 23.

Vacant Land

The vacant land inventory shows that about 71 acres of vacant land is available, of which about 67 acres are designated for single-family residential, and 4 acres are designated for multi-family residential uses. This vacant acreage includes vacant residential parcels within the incorporated portion of the Maricopa Specific Plan. A total of 132 dwelling units can be accommodated on vacant sites in Ojai.

Underutilized Land

In addition to vacant sites, future housing units can also be accommodated on underutilized lots where developments are not built-out to the maximum density level permitted. The City has approximately 80 acres of under-developed land (defined as parcels which can at least double the current density, of which 69 acres are zoned "Village Mixed Use" which allows both single-family homes and multi-family dwellings. Seven acres are designated for multi-family residential use (R-2). A net increase of 214 housing units can be accommodated on underutilized sites.

Special Housing Overlay

The 1997 Land Use Element update established the Special Housing Overlay (SPL) zone as a means to identify lands that are suitable for affordable housing development. There are currently four sites with the SPL designation, of which three have been developed with affordable housing. The fourth site, located at Eucalyptus Street and Mallory Way, was discussed as part of the 2000-2005 Housing Element update process. However, community consensus is that the site is not appropriate for the SPL designation because it is surrounded by single-family homes. The owner of the site has also indicated that he has no intention to redevelop the site as affordable housing. In view of this, the City has identified seven alternative vacant sites that may potentially be rezoned with the SPL designation. They are summarized below:

Site	Location	Acreage	Zoning	Unit Capacity (@15 units/acre)
1	East of Bryant Circle	1.70	M-1	25
2	East of Bryant Circle	2.93	M-1	44
3	East of Bryant Circle	4.00	M-1	60
4	Ojai Ave, east of Garden Terrace	2.52	C-1	37
5	Church Road/Maricopa Highway	1.99	B-P	29
6	East of S. Montgomery Street	1.47	VMU	22
7	East of S. Montgomery Street	0.94	VMU	14

Sites 1 through 3 are parcels zoned for light industrial (M-1) uses located on the east side of Bryant Circle. These sites are situated near the 101-unit Whispering Oaks senior housing development owned by the Area Housing Authority. The Housing Authority has in the past expressed an interest in expanding its current facility onto the adjacent site (Site 2). As indicated above, the three sites can potentially accommodate a total of 129 new units, given the permitted densities of 15 units per acre under the SPL designation. Site 4 is a parcel located on Ojai Avenue (east of Garden Terrace Restaurant) zoned for neighborhood commercial (C-1) uses. A total of 37 new units can be developed on this 2.52-acre site. Site 5 is zoned for business and professional (B-P) uses located at the northwest corner of Church Road and Maricopa Highway. This 1.99-acre site can accommodate 29 new units. Sites 6 and 7 are adjacent each other on the east side of South Montgomery Street, and are currently zoned VMU. While one parcel contains a single-family residence, significant development potential exists. It should be noted that affordable housing projects that incorporate 20 percent of units for low-income households, 10 percent for very low-income households, or 50 percent for seniors are eligible for a 25 percent density increase, or up to 19 units per acre. The City has granted density bonuses in the past for projects with the SPL designation.

Upon adoption of the Housing Element, City staff will conduct a more detailed land use analysis to develop recommendations regarding which of these seven sites are best suited to affordable

housing. The City Council and Planning Commission will undertake a public process to receive input and direction from the community, and will rezone two or more of the sites SPL within a one-year time frame.

Table 23: Residential Development Potential

Residential Zone District	Maximum Density (du/ac*)	Vacant Acreage	Net Vacant Units	Under-developed Acreage	Net Under-developed Units	Total Net Units
R-O-4	1 per 4 ac	10.8	2	0.0	0	2
R-O-2	1 per 2 ac	9.8	9	0.0	0	9
R-O-1	1	31.5	31	0.0	0	31
R-O-1/2	2	0.0	0	0.0	0	0
R-O	4	8.2	32	0.0	0	32
R-1	4	6.4	25	0.0	0	25
R-2	8	1.2	8	7.4	29	37
R-3	15	0.0	0	0.0	0	0
VMU	8	3.3	25	69.0[1]	138	163
Special Housing Overlay (SPL)[2]	15	15.5	231	0.0	0	231
Total		86.6	363	76.4	167	530

* (du/ac) = dwelling units per acre.

[1] Of the 69 underdeveloped acres in the Village Mixed Use zone, it is assumed that one-quarter will be developed with residential uses.

[2] Includes all seven potential sites under consideration for the SPL overlay.

Source: Planning & Building Department, City of Ojai, May 2001

Comparison of Site Inventory with RHNA

A total of 299 additional units can be developed in Ojai based on the inventory of vacant and underutilized sites, with up to an additional 231 affordable units to be accommodated through the SPL overlay (refer to Table 23). Ojai's regional housing growth needs for the 1998-2005 planning period have been determined by SCAG to be 209 housing units, including 51 units for very-low income households, 24 units for low-income households, 40 units for moderate-income households, and 94 units for upper income households. According to the City's building permit data, since January 1998, a net total of 14 single-family homes have been developed in Ojai. Given their sales prices, all of these homes are assumed to be occupied by upper-income households. In addition, the Sycamore Homes project, consisting of 24 small-lot single-family homes deed restricted for low-income households, is under construction. Finally, the City Council recently approved the Los Arboles project in the VMU district consisting of 23

condominium units above ground floor commercial use. Thus, the total 1998-2005 RHNA requirement of 209 housing units may be reduced by 61, resulting in an outstanding RHNA requirement of 148 units (Table 24).

Table 24: Remaining Regional Housing Needs

Income Category	Regional Housing Needs (RHNA)	Units Constructed Since 1/98 or Pending Construction	Remaining RHNA
Very Low	51	0	51
Low	24	24	0
Moderate	40	0	40
Upper	94	37	57
Total Potential Units	209	61	148

Sources: Southern California Association of Governments (SCAG), 1999
Planning & Building Department, City of Ojai, 2000

In terms of development opportunities for the outstanding 91 lower and moderate-income units identified by the RHNA, the residential sites inventory provides for 163 new units in the Village Mixed Use (VMU) zone, 37 new units in R-2 neighborhoods, and up to 195 net new units on seven potential sites to be re-designated for Special Housing Overlay (SPL) use. The City has successfully achieved the development of several affordable housing projects in these districts, due in large part to the City's strong zoning incentives available for affordable projects. The City has utilized the Special Housing Overlay to accommodate the City's three existing affordable housing projects, and has identified seven additional sites for evaluation, with a commitment to re-designate two or more of the sites SPL by late 2002. The SPL designation may also be applied to additional affordable housing projects within the R-2 and VMU zone districts.

In addition, the City's Residential Density Bonus provisions provide for a minimum 25 percent density increase for affordable projects, along with modified development standards, such as reductions in minimum lot size, setbacks, and parking. In 1999, the City granted a density bonus to the 24-unit Sycamore Homes lower income housing development, and provided for a reduced 3,500-square foot lot size. The VMU zone also provides incentives to facilitate housing development, including more relaxed development standards, 100 percent floor area ratio (FAR) bonus to 1.0 FAR for integrated commercial/residential projects, and allowances for live/work projects at a 0.5 FAR.

The Housing Element establishes several programs which work in conjunction with the sites inventory in promoting production of affordable housing and addressing the City's regional housing needs:

- ***Program #10 Village Mixed Use*** - The City will continue to promote development opportunities in the VMU zone through dissemination of the marketing brochure, and will offer financial incentives to facilitate infill development.

- ***Program #12 Residential Sites Inventory*** - The City will map the Housing Element inventory of available residential sites, and make an address list of these parcels available to the greater development community.

- ***Program #7 Second Units*** - In addition to multi-unit affordable housing projects, Ojai can address its need for lower income rentals through provision of second units. The City will continue to allow for second units, and will evaluate conversion of guesthouses to second units. The City's objective is to achieve a minimum of 10 second units during the planning period.

- ***Program #8 Senior Housing*** - The City will support development of new or expansion of existing senior housing through financial and regulatory incentives to private developers, as well as partner with the Area Housing Authority or non-profit developers.

- ***Program #9 Alternative Housing Models*** - The City recognizes the changing housing needs of its population, including aging seniors in need of supportive services and single-parent families in need of child care. To address such needs, the City will facilitate the development of alternative housing models through the provision of flexible zoning regulations, financial assistance, and/or other incentives.

The City's Growth Management Ordinance will not impact the City's ability to fulfill its regional housing needs. As previously described, all housing priced at levels affordable to very low, low and moderate-income households is exempt from the City's annual growth allocation. Important to note is that the Ordinance defines housing affordable to these income levels by the unit's price structure, and does not require affordable units to be deed restricted as to occupancy or length of affordability to qualify for the exemption. Therefore, housing which is produced that by its very nature is affordable to low- and moderate-income households, such as second units or many types of rental units with affordable market rents, is exempt from growth management. In terms of non-exempt upper income units, at 14 units per year, a total of 70 units are permitted under the the City's current growth allocation, more than adequate to meet the City's outstanding need for 57 upper income units under the RHNA.

FINANCIAL RESOURCES

There are a variety of existing and potential funding sources available for affordable housing activities in Ojai. The primary sources of funding in Ojai include redevelopment housing set-aside funds and Community Development Block Grant (CDBG) funds.

Redevelopment Set-Aside

The Redevelopment set-aside fund is one of the primary sources of financing used for the preservation, improvement, and development of affordable housing. As required by the California Redevelopment Law, Ojai's Redevelopment Agency sets aside 20 percent of all tax increment revenue generated from the redevelopment project area for the purpose of increasing and improving the community's supply of housing for low- and moderate-income households. This set-aside is placed in a separate Low- and Moderate-Income Housing Fund. This fund has supported affordable housing programs and projects in Ojai, including the Housing Rehabilitation Program, Community Assistance Program, and the development of Montgomery Oaks and Sycamore Homes (to be completed in late 2001). The fund is also used to support the recently established Purchase/Repair/Replace (PRR) program.

Housing units developed using the Agency's 20 percent set-aside funds must remain affordable to the targeted income group for the longest feasible period of time and not less than 15 years for rental housing and 10 years for ownership housing. However, there are provisions that allow for a term of less than 10 years if the Agency receives a fair return on invested funds.

So long as the expenditures directly serve to increase, improve, or preserve the supply of low- and moderate-income housing, Redevelopment Law allows for a broad range of uses for the Housing Fund. These uses include, but not limited to, the acquisition of land or buildings, construction of buildings, rehabilitation of buildings, subsidies, and on-site and off-site improvements.

The City anticipates having approximately $1.5 million in redevelopment set-aside funds available for housing between fiscal year 1999-2000 and 2003-2004. Projected annual contributions range from approximately $120,000 to $150,000.

Community Development Block Grant (CDBG) Funds

Through the CDBG program, the federal Department of Housing and Urban Development (HUD) provides funds to local governments for funding a wide range of community development activities for low-income persons. The CDBG program is very flexible in that the funds can be used for a wide range of activities. The eligible activities include, but not limited to: acquisition and/or disposition of real estate or property, public facilities and improvements, relocation, rehabilitation and construction (under certain limitations) of housing, homeownership assistance,

and clearance activities. The City expects to receive approximately $400,000 in CDBG funds during the 2000-2005 period.

HOME Investment Partnership Program

HOME funds can be used for a variety of affordable housing activities, including property acquisition, new construction, site improvements, demolition and relocation expenses, tenant-based rental assistance, and first-time homebuyers assistance. Like most other affordable housing funding sources, the application process to receive HOME funds is very competitive. Ojai is currently not a participating jurisdiction in the HOME program. However, the City can and did apply through the County to receive a HOME funding allocation for a specifically proposed project. In fiscal year 2000-2001, the City received $400,000 in HOME funds to support the development of the 24-unit Sycamore Homes affordable housing project.

Section 8 Rental Assistance

The federal Section 8 program provides rental assistance to very low-income households in need of affordable housing. The program assists these households by paying the difference between 30 percent of the gross household income and the cost of rent. Most Section 8 assistance today, is structured as vouchers, which allow the voucher recipients to choose housing that may cost above the fair market rent as long as the recipients pay for the additional cost. As of January 2000, 110 Ojai households received vouchers under the Section 8 program.

Tax Exempt Multi-family Revenue Bonds

The construction, acquisition, and rehabilitation of multi-family rental housing developments can be funded by tax exempt bonds which provide a lower interest rate than is available through conventional financing. Projects financed through these bonds, which can be issued by the Redevelopment Agency, are required to set aside 20 percent of the units for occupancy by very low-income households or 40 percent of the units to be set aside for households at 60 percent of the area median income. Tax exempt bonds for multi-family housing may also be issued to refinance existing tax exempt debt, which are referred to as a refunding bond issue.

State Housing Funds

During the summer of 2000, California Governor Gray Davis signed the largest housing budget in State history, making available approximately $500 million for affordable housing and related activities. Programs which may be appropriate in Ojai include (but are not limited to) the following: Multifamily Housing Program ($188 million), CalHome Program ($50 million), Homebuyers Downpayment Assistance Program ($50 million), Emergency Housing Assistance ($39 million), and Downtown Rebound ($25 million). The City will support funding applications by non-profits to access these funds to further the community's housing goals.

OPPORTUNITIES FOR ENERGY CONSERVATION

As residential energy costs rise, increasing utility costs reduce the affordability of housing. The City has many opportunities to directly affect energy use within its jurisdiction. Title 24 of the California Administrative Code sets forth mandatory energy standards for new development, and requires adoption of an "energy budget". The following are among the alternative ways to meet these energy standards.

Alternative 1: The passive solar approach which requires proper solar orientation, appropriate levels of thermal mass, south facing windows, and moderate insulation levels.

Alternative 2: Generally requires higher levels of insulation than Alternative 1, but has no thermal mass or window orientation requirements.

Alternative 3: Also is without passive solar design but requires active solar water heating in exchange for less stringent insulation and/or glazing requirements.

In turn, the home building industry must comply with these standards while localities are responsible for enforcing the energy conservation regulations. Some additional opportunities for energy conservation include various passive design techniques. Among the range of techniques that could be used for purposes of reducing energy consumption are the following:

- Locating the structure on the northern portion of the sunniest portion of the site;
- Designing the structure to admit the maximum amount of sunlight into the building and to reduce exposure to extreme weather conditions;
- Locating indoor areas of maximum usage along the south face of the building and placing corridors, closets, laundry rooms, power core, and garages along the north face;
- Making the main entrance a small enclosed space that creates an air lock between the building and its exterior; orienting the entrance away from prevailing winds; or using a windbreak to reduce the wind velocity against the entrance.

In general, older homes are considered to be the least energy efficient. City promotion of existing energy efficient retrofitting programs will help to inform homeowners of the cost savings benefits of energy conservation. Continued strict enforcement of energy conservation building standards will ensure reduced energy cost for new houses.

The City of Ojai and HELP of Ojai Valley offer the following energy assistance programs to help lower income families.

Home Energy Assistance Program (HEAP)

HEAP is a year-round program that provides qualified low-income applicants with financial assistance for gas or electric bills.

Winter Energy Program

The Winter Energy program offers assistance with electric and gas bills for a short period of time (usually beginning in February until funds run out). The program is funded by Southern California Edison and the Southern California Gas Company.

HOUSING PLAN

Sections 2 through 4 of the Housing Element establish the housing needs, opportunities and constraints in the City. The following Housing Plan section first evaluates the accomplishments of the last adopted housing element and then presents the City's five-year Housing Plan. This Plan sets forth Ojai's goals, policies, and programs to address the identified housing needs.

EVALUATION OF ACCOMPLISHMENTS UNDER ADOPTED HOUSING ELEMENT

Under State Housing Element law, communities are required to assess the achievements under their adopted housing programs as part of the five-year update to their housing elements. These results should be quantified where possible (e.g. the number of units that were rehabilitated), but may be qualitative where necessary (e.g. mitigation of governmental constraints). The results should then be compared with what was projected or planned in the earlier element. Where significant shortfalls exist between what was planned and what was achieved, the reasons for such differences must be discussed.

Ojai's last Housing Element was adopted in 1993, and sets forth a series of housing programs with related objectives for the following topic areas: provision of a range of housing options; provision of adequate housing sites; conservation and improvement of the housing stock; removal of governmental constraints; promotion of equal housing opportunities; expedited environmental review; and energy efficiency. This section reviews the progress in implementing these programs since 1993, and their continued appropriateness for the 2000-2005 Housing Element, as summarized in Table 25.

Table 25: Housing Accomplishments

Housing Program	1993 Objective(s)	Accomplishments/ Continued Appropriateness
Goal A: Provide a range of housing options consistent with the nature of the Ojai community.		
Deferred Payment Rehabilitation Loan Fund	Continue to participate in the Deferred Payment Rehabilitation Loan Fund.	The City reviewed this loan program in 1995, and revised it to a low interest loan to improve program effectiveness.
Redevelopment Housing Set-Aside Fund	Continue to support the use of set-aside funds for rehabilitation projects and rental costs incurred by low- and moderate-income residents.	In 1999, the City committed set-aside funds for the development of Sycamore Homes, a 24-unit affordable housing development. In addition, the City funded the rehabilitated emergency shelter program. Set-aside funds will continue to be the primary source of funds for Housing Element programs.

Table 25: Housing Accomplishments

Housing Program	1993 Objective(s)	Accomplishments/ Continued Appropriateness
HOME Funds	Investigate the use of HOME funds for the rehabilitation and/or construction of housing units.	The City applied through the County to receive a HOME funding allocation for a specifically proposed project. In FY 2000-2001, the City received a commitment for $400,000 in HOME funds to support the development of the 24-unit Sycamore Homes affordable housing project. HOME funds remain an appropriate source of funds to support affordable housing activities.
Assist the Area Housing Authority of Ventura County (AHACV)	Continue to assist the Area Housing Authority.	The City continues to participate in the AHACV-administered Downpayment Assistance Program to provide downpayment assistance to low- and moderate-income families.
Section 8 Rent Subsidies	Continue to support the provision of rent subsidies through the Section 8 program.	As of January 2000, 110 Ojai households received Section 8 vouchers. With significant numbers of very low-income renters, Section 8 remains an important program, and is now supplemented by the Community Assistance Program rental subsidy.
Transitional Housing Counseling Program	Investigate the applicability of a Transitional Housing Counseling Program for City residents.	With City assistance, HELP of Ojai offers housing counseling services to residents. HELP also administers the Community Assistance Program which provides homeless individuals/families and persons at-risk of being homeless with food, shelter, bus tokens, rental subsidy, and referral services.
Siting of Transitional Housing and Emergency Shelters	Examine the feasibility of adding transitional housing and emergency shelters as a permitted use, or conditionally permitted use during the preparation of the Land Use Element update.	As part of the Land Use Element update in 1997, the City established the Special Housing Overlay Zone which permits the development of public and private shelters, and transitional housing.

Table 25: Housing Accomplishments

Housing Program	1993 Objective(s)	Accomplishments/ Continued Appropriateness
Goal B: Provide adequate sites suitable for the development of housing consistent with SCAG recommendations.		
Rehabilitation of Evergreen Cottages	Encourage the Area Housing Authority, Cabrillo Economic Development Corporation and/or other entities to acquire and rehabilitate rental units at Evergreen Cottages.	Evergreen Cottages was a major problem property and has been demolished. The development was in very poor physical conditions, and failed to meet City building, health, and safety codes. Instead of carrying out extensive rehabilitation, the property owner decided to demolish the project. A 23-unit residential development is currently proposed for this site.
Expansion of Whispering Oaks	Encourage the expansion of the 101-unit Whispering Oaks senior housing complex to allow for additional housing opportunities for low-income senior citizens and handicapped individuals.	Whispering Oaks has not been expanded, primarily because very limited funds have been available for public housing expansion or development. This program is no longer considered viable for the Housing Element update, and will be replaced with other programs to assist senior households.
Goal C: Encourage the maintenance and rehabilitation of the existing housing stock and residential neighborhoods.		
Neighborhood Public Improvements	Support the revitalization of neighborhoods by keeping streets, sidewalks, and other municipal systems in good repair.	The City has increased its level of funding for street maintenance. The City has also adopted a Pedestrian and Bicycle Master Plan. This program is more directly addressed through the City's Circulation Element, and therefore has been eliminated from the Housing Element.
Home Improvement Information/ Home Information Outreach Programs	Continue to inform residents about available home improvement, financial and technical assistance, the need for home repairs and periodic maintenance, housing deficiency warning signs, etc.	The City distributes brochures to residents regarding financial and other assistance available for home improvement activities. The City expanded home rehabilitation marketing in Spring 2000. This program remains appropriate for the updated Element.
Neighborhood "Clean-up/ Fix-up Campaigns"	Continue the City's "Neighborhood Clean-Up/Fix-Up Campaigns." Cooperate with neighborhood groups, civic organizations and others willing to assist in program publicity. Financial resources permitting, provide special trash pick-ups.	The City has discontinued the program upon determining that many non-fee paying households in County areas just outside of Ojai were inappropriately taking advantage of the special trash pick-up services.

Table 25: Housing Accomplishments

Housing Program	1993 Objective(s)	Accomplishments/ Continued Appropriateness
Home Maintenance Counseling Program	Continue to maintain its Home Maintenance Counseling Program.	This program has not been implemented because of limited City staff resources. However, as stated earlier, the City offers rehabilitation loans to homeowners through Housing Rehabilitation Loan program.
Uniform Building Code	Continue to support the provisions of the Uniform Building Code (UBC) and investigate reports of substandard structures.	The City continues to enforce provisions of the UBC and investigate reports of sub-standard structures.
Goal D: Ensure the adequacy of governmental plans and ordinances to promote the development, maintenance, and improvement of housing.		
Fast-Track Development Processing Program	Continue the City's Fast-Track Development Processing Program by working to identify methods by which proposed residential development can be assisted by accelerated processing procedures. Fast track "affordable projects" by giving them priority attention over all other projects in process.	The City continues to offer fast-track development processing to affordable housing projects.
Density Bonus Program	Continue to implement the Density Bonus Program adopted in 1991 for projects with 5+ units of which units for very low- and low-income households are reserved.	The City continues to implement the program. In 1999, Ojai granted a density increase of two units to the 24-unit Sycamore Homes project proposed by the Cabrillo Economic Development Corporation. The City also allowed a much smaller minimum lot size for Sycamore Homes (3,500 sq.ft.) than is normally permitted in the VMU zone (8,500 sq.ft).
Waiver of Processing Fees	Ensure that some processing fees are waived for housing projects within "affordable" guidelines, or allow fees to be paid upon certification of occupancy rather than building permit issuance.	Under its density bonus provisions, the City continues to offer regulatory incentives or concessions to facilitate the development of affordable housing, including processing fee waivers.

Table 25: Housing Accomplishments

Housing Program	1993 Objective(s)	Accomplishments/ Continued Appropriateness
Land Use Element Update	Complete an update to the existing Land Use Element of the City's General Plan. Through this update, evaluate whether there are any additional sites suitable for multi-family housing. Consider re-zonings or increases in density to accommodate the regional fair share.	In 1997, Ojai completed an update of its Land Use Element. As part of the update, the City established the Special Housing Overlay Zone. The main purpose of this designation is to identify land which is appropriate for affordable housing development. The Land Use Element also established the Village Mixed Use designation which encourages integration of housing in the downtown.
Goal E: Promote equal opportunity to secure safe, sanitary, and affordable housing for everyone in the community regardless of race, sex, and other arbitrary factors.		
Informational Program	Support the County in providing educational services to the public and housing industry regarding their rights and responsibilities.	The City supports the County in providing brochures on fair housing to residents and interested parties.
Fair Housing Complaints	Refer any equal housing opportunity complaints to the appropriate group contracted by the Ventura Urban County CDBG program.	The City refers fair housing complaints to the Fair Housing Institute (FHI), which serves cities in Ventura County. FHI offers a variety of fair housing services to Ojai residents, including investigation of complaints, negotiations with landlords, community outreach etc.
Goal F: Expedite the environmental process for potential affordable housing projects.		
Alternative Analysis	Adopt a Resolution of Intent to direct staff to allow existing data contained in the Alternative Analysis section of the Affordable Housing EIR certified in 1992 and supplemental staff analysis/reports to be utilized as environmental documentation for the sites deemed suitable for housing development.	The City did not adopt such a resolution. However, the City did prepare an environmental impact report in 1997 for the Land Use and Circulation element updates, which includes an identification of sites for affordable housing.
Goal G: Encourage energy efficiency in all new and existing housing.		
Enforcement of State Residential Energy Conservation Standards	Enforce existing state residential energy conservation standards.	Through the building permit and plan check process, the City continues to enforce State energy standards in new developments.

Table 25: Housing Accomplishments

Housing Program	1993 Objective(s)	Accomplishments/ Continued Appropriateness
Energy Conservation Incentives Program	Continue to implement its energy conservation incentives program by continuing to encourage builders and those remodeling homes to incorporate cost effective energy conservation features into the housing stock.	The City continues to encourage builders and those remodeling homes to incorporate cost effective energy conservation features, including energy efficient windows.
Energy Conservation Library	Continue the City's energy conservation library which provides to developers and individuals building new housing the latest available information about design techniques toward energy conservation.	Volumes of material have been added to the City's energy conservation library.
Review of Energy Conservation Standards	Continue to implement its procedure for review of energy conservation standards.	Through its building permit and plan check process, the City continues to implement its procedure for review of energy conservation standards.

Source: Community Development Department, City of Ojai, 2000

Comparison of 1989-1994 RHNA with Units Constructed since 1989

According to the previous Housing Element, the City of Ojai had a total regional housing need (RHNA) of 178 units to be developed between 1989 and 1994, including 22 very low-, 35 low-, 52 moderate-, and 69 upper-income units. While the RHNA originally covered the 1989 to 1994 planning period, the RHNA has been extended through December 1997 based on direction from the State Department of Housing and Community Development to reflect the revised housing element cycle. Housing developed as of January 1998 is applied to the City's future RHNA for the 1998-2005 period.

Based on a review of Building Department records, between 1989 and 1997, a total of 107 units have been produced in the City. Of these units, 74 are single-family homes and 33 are townhomes/condominiums. Given market sales prices in Ojai, all of the single-family homes can be assumed to be occupied by upper-income households. As for the 33 townhomes/ condominiums, 21 units are in the Montgomery Oaks development which was completed in 1993 and provides one- to three-bedroom rental units for very low- to low-income households. The City assisted in the development of this project through financial assistance and a density bonus. The remaining 12 condominium units can be assumed to be occupied by moderate-income

households given that condominium sales prices are all within moderate-income levels. Given these parameters, the income mix of the units can be estimated as follows: 12 very low, 9 low, 12 moderate, and 74 upper.

Actual housing production in Ojai fell 71 units short of the overall RHNA of 178 units. This shortfall in production is only to be expected given that the RHNA was calculated assuming the continuation of the favorable economic conditions in the late 1980s. In actuality, Ojai, along with the entire Southern California region, was largely impacted by the economic recession in the early to mid 1990s and as a result, residential construction activities were below the projected levels.

Ojai did not meet its housing production objectives for very low- to moderate-income households, but exceeded its objective for upper-income households. The vast majority of housing units developed between 1989 and 1997 are single-family homes priced at levels targeted to upper-income households. The City, however, anticipates increased housing opportunities for low- and moderate-income households over the 2000-2005 planning period, including affordable single-family homes, live/work units in the downtown, and second units in existing residential neighborhoods. Soon to be under construction is Sycamore Homes, an affordable housing development consisting of 24 single-family homes to be occupied by low- and moderate-income households.

HOUSING GOALS, POLICIES, AND PROGRAMS

The goals and policies of the Housing Element presented below address Ojai's identified housing needs and are implemented through a series of housing programs offered through the Community Development Department. Housing programs define the specific actions the City will undertake to achieve specific goals and policies. The City's housing programs will address the following five major areas:

- Conserving the existing supply of affordable housing;
- Assisting in the provision of housing;
- Providing adequate sites to achieve a variety and diversity of housing;
- Removing governmental constraints as necessary; and
- Promoting equal housing opportunity

Ojai's housing plan for addressing unmet needs, removing governmental constraints, and achieving quantitative objectives is described in this section according to the above five areas. The housing programs detailed on the following pages include existing programs as well as several new programs which have been added to address unmet housing needs in the City. The program summary (Table 26) included at the end of this section specifies for each program the following: its five-year objectives, funding source, agency responsible, and time frame for implementation.

CONSERVING THE EXISTING SUPPLY OF AFFORDABLE HOUSING

Conserving the existing housing stock is an important goal for Ojai. About two-thirds of the housing stock in the City is thirty years or older (built before 1970), indicating that many homes are likely to be in need of major improvements or rehabilitation based on age alone. The downtown in particular has many homes built fifty or more years ago. The City supports neighborhood preservation and improvement through housing rehabilitation and improvement programs, code enforcement, and home improvement outreach/informational programs.

Goal 1 To maintain and enhance the quality of existing housing and residential neighborhoods in Ojai.

Policy 1.1 Continue to provide home improvement and rehabilitation assistance to low- and moderate-income households, seniors, and persons with special needs.

Policy 1.2 Assist in the acquisition and rehabilitation of blighted or deteriorated housing by private organizations through the provision of financial and other assistance.

Policy 1.3 Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing and neighborhood quality.

Policy 1.4 Continue to use the City's code enforcement program to bring substandard units into compliance with City codes and improve overall housing conditions in Ojai.

Policy 1.5 Continue to support the provision of rental assistance to lower income households.

Implementation Programs

1. Housing Rehabilitation Loan

The City of Ojai offers rehabilitation loans to financially disadvantaged property owners to assist them with needed and desirable repairs and general improvements. Funded with the City's redevelopment set-aside funds, the interest rate on the loan ranges from zero to six percent. The program assists eligible homeowners with the following: identifying health and safety hazards on a property, obtaining bids from contractors, loan processing, and monitoring the repair/remodeling work. Typical repairs include plumbing, heating, electrical; re-roofing; plaster/stucco and drywall painting; windows and doors; floor coverings; fences, walks, driveways; additions to ease overcrowding; and general improvement items.

Five-Year Objective: The City will offer 10 to 12 rehabilitation loans annually, translating into 50 to 60 loans over the five-year period.

2. Purchase/Repair/Replace Program (PRR)

The Purchase/Repair/Replace (PRR) program is a newly established program which facilitates the rehabilitation of homes by private not-for-profit organizations. Under this program, a non-profit organization purchases a rundown or blighted housing unit with City financial assistance, and rehabilitates and re-sells the unit with affordability restrictions to an income-eligible first-time homebuyer.

Five-Year Objective: The City will fund the acquisition of two units annually, or ten units over the five-year period.

3. Community Assistance Program-Rental Subsidy Lease Assistance Loan and Grant

The Community Assistance Program-Lease Assistance Loan and Grant Fund Program was created through a partnership with HELP of Ojai, a local non-profit organization, to assist the homeless and those at risk of being homeless to obtain or maintain permanent affordable housing

in the Ojai Valley. The program provides loans and/or grants or a combination of the two to cover move-in costs such as security deposits, cleaning fees or last month's rent, or up to one month's rent or mortgage payment to prevent eviction or foreclosure. The program has been most successful in keeping single parent families from becoming homeless.

Five-Year Objective: The City will assist 12 to 15 Ojai families annually, translating into 60 to 75 families over the five-year period.

4. Section 8 Rental Assistance (Voucher) Program

The Section 8 Rental Assistance Program extends rental subsidies to very low-income households who spend more than 30 percent of their gross income on housing. Rental assistance not only addresses housing affordability, but also overcrowding by allowing families that may be "doubling up" to afford their own housing. The Area Housing Authority of the County of Ventura (AHACV) coordinates Section 8 rental housing assistance on behalf of the City of Ojai.

Five-Year Objective: Through AHACV, the City will provide continued assistance to a minimum of 110 households, and will encourage landlords to list their units with the Housing Authority.

5. Housing Information Outreach Program

The Housing Information Outreach Program aims to promote the maintenance and improvement of the housing stock in Ojai. The Outreach Program targets homeowners and consists of brochure mail-outs, press releases, radio advertisements, and television public service announcements.

Five-Year Objective: The City will provide home improvement information via brochures, press releases, and/or other forms of media.

ASSISTING IN THE PROVISION OF HOUSING

Housing prices in Ojai are among the highest in Ventura County. To enable more households, especially moderate-income renters, to own homes in Ojai, public assistance programs in support of homeownership will be of key importance, such as the Downpayment Assistance Program. In addition, the City can support the provision of affordable housing by offering financial and/or regulatory incentives for projects which include low- and moderate-income units. Most hotel and other service workers in Ojai are unable to afford housing in the community and are faced with commuting into the City, contributing to traffic problems on Highway 33. By offering additional affordable housing opportunities within Ojai, more of the local workforce will be able to live in the community, thereby lessening commuter traffic.

Goal 2 To facilitate the provision of a variety of housing to meet the needs of the Ojai community.

Policy 2.1 Provide favorable home purchasing options to low- and moderate-income households, such as the Downpayment Assistance Program.

Policy 2.2 Support the development of affordable housing by providing financial and/or regulatory incentives and exemptions for projects which include low- and moderate-income units.

Policy 2.3 Permit the development of second units as a means to provide additional affordable housing opportunities.

Policy 2.4 Support the expansion of existing senior housing facilities, as well as development of new housing to accommodate the City's growing senior population.

Policy 2.5 Proactively seek out new models and approaches in the provision of affordable housing, such as co-housing and assisted living facilities.

Policy 2.6 Enlist participation of Ojai employers in the provision of housing for employees, enabling workers to live in close proximity to their jobs, thereby lessening commuter traffic problems.

Implementation Programs

6. Downpayment Assistance Program

The Downpayment Assistance Program aims to make homeownership a reality for families in need of assistance to pay downpayment and closing costs. Ojai is one of six cities currently participating in the program which is administered by the Ventura Cities Mortgage Finance Authority (created by the Area Housing Authority of Ventura County). The downpayment assistance is up to four percent of the loan amount and is a grant secured by an interest-free second mortgage. Because the assistance is a grant and the second loan is forgiven over a period of time, it is subject to a recapture provision if the home is sold and the loan is paid off during the first ten years.

Five-Year Objective: The City will continue to participate in and promote this program to Ojai residents and realtors.

7. Second Units

Second units are attached or detached dwelling units which provide complete, independent living facilities for one or more persons including permanent provisions for living, sleeping, cooking and sanitation, located on the same lot as the primary structure. Given the limited developable land remaining in Ojai, integrating second units in existing residential neighborhoods present a good opportunity for the City to accommodate needed rental housing. The development of second units is effective in dispersing affordable housing through out the City and can provide housing to lower income persons (service workers in particular) who currently work in Ojai but cannot afford to live in the community. In addition, the construction of second units has the benefit of being exempt from the requirements of the Growth Management Plan.

The City has adopted a Second Unit Ordinance. However, there are several provisions in the Ordinance which could be modified to better facilitate second unit development, including the minimum lot size requirement of 10,900 square feet. The City will evaluate the Ordinance and as appropriate, make revisions to not constrain the development of second units.

There are numerous guesthouses throughout Ojai. With the addition of a kitchen, many of these guesthouses can be converted into second units. Recognizing this, the City will evaluate the appropriate conversion of guesthouses to second units as a means of providing additional rental housing opportunities in dispersed locations in the community.

Five-Year Objectives: The City will evaluate its Second Unit Ordinance and make appropriate revisions to not constrain the development of second units in Ojai. In addition, the City will evaluate the option of facilitating the conversion of guesthouses to second units. The City's objective will be to achieve a minimum of 10 second units during the planning period.

8. Senior Housing

The expansion and renovation of existing senior housing developments or facilities is a means to provide additional affordable housing opportunities for the elderly. The Gables of Ojai, a housing facility currently serving 71 senior residents, is currently being renovated and may be expanded in the longer term to include a new building to house and care for Alzheimer's patients.

The City can also facilitate the development of new housing for seniors through land write-downs, regulatory incentives, and direct financial assistance using redevelopment set-aside and CDBG funds. Typically, local government assistance can serve as gap financing to bridge the difference between the total project cost and the equity investment plus market-rate debt. The subsidy is usually in the form of either a low-interest or deferred interest loan. Alternatively, the City may acquire a site and provide it to the developer at no or low-cost. There is currently a vacant site owned by the Area Housing Authority adjacent to Whispering Oaks. The City's

Redevelopment Agency in partnership with the Housing Authority can potentially develop a new senior development at this location.

Five-Year Objectives: The City will explore the possibility of facilitating the expansion of existing senior housing facilities in Ojai. To support development of senior housing, the City will provide financial and regulatory incentives to private developers as well as partner with the Area Housing Authority and/or non-profit housing corporations.

9. Alternative Housing Models

The City recognizes the changing housing needs of its population, including aging seniors in need of supportive services and single-parent families in need of child care. To meet such needs, the City can encourage the provision of more innovative housing types that may be suitable for the community, including co-housing and assisted living for seniors.

Co-housing is a type of collaborative housing designed to offer residents an old-fashioned sense of neighborhood. Co-housing communities consist of private dwelling units owned by the residents and extensive common amenities that may include a common house and recreation areas, as well as common services such as day care and common meals. The communities are designed and managed by the residents who have chosen to live in a close-knit neighborhood. Co-housing communities currently exist through out California in a variety of settings and cities, including Berkeley, Davis, Oakland, Pasadena, and Santa Barbara.

Assisted living facilities are designed for elderly individuals needing assistance with activities of daily living but desiring to live as independently as possible for as long as possible. Such facilities bridge the gap between independent living and nursing homes, and offer residents help with daily activities such as eating, bathing, dressing, laundry, housekeeping, and assistance with medications. Assisted living can help to meet the housing and supportive services needs of Ojai's relatively large and growing senior population.

Five-Year Objective: The City will facilitate the development of alternative housing models suited to the community housing needs through the provision of flexible zoning regulations, financial assistance, and/or other incentives.

PROVIDING ADEQUATE RESIDENTIAL SITES

A key element in meeting the housing needs of all segments of the Ojai community is the provision of adequate sites for all types, sizes, and prices of housing. The General Plan, Zoning Ordinance, and specific plans dictate where housing may locate, thereby affecting the supply of land available for residential development.

Goal 3 To provide adequate residential sites through appropriate land use, zoning, and specific plan designations to accommodate the City's share of regional housing needs.

Policy 3.1 Encourage in-fill housing development in the Village Mixed Use (VMU) zone.

Policy 3.2 Facilitate the development of a variety of housing types through special or overlay zoning designations.

Policy 3.3 Maintain an inventory of vacant and underutilized sites available for future housing development.

Implementation Programs

10. Village Mixed-Use (VMU) Zone

The Village Mixed-Use (VMU) zone was established as part of the 1997 Land Use Element update, and is designed to enhance the pedestrian-oriented character of Ojai's downtown through integration of compatible commercial and residential uses. The Zone provides property owners with development flexibility by allowing exclusively residential projects, exclusively commercial developments, or a mixture of the two. As indicated in the residential sites inventory, approximately 160 additional single-family homes and multi-family dwellings, including apartments, can be developed in the VMU Zone. The City actively promotes development opportunities in the downtown through distribution of the Village Mixed Use planning brochure, included in the Appendix to the Element.

The maximum density for residential units is eight (8) units per acre, with additional densities for affordable projects using the Special Housing Overlay. As an incentive to integrate residential and commercial uses in a single development, the City offers a floor area ratio (FAR) bonus of 100 percent to 1.0 FAR. Live/work projects are permitted an FAR of 0.5. Furthermore, the VMU zone provides for more relaxed development standards than those normally permitted. For instance, the height limit is 35 feet and maximum building coverage is 70 percent in the VMU Zone, both of which are higher than the standards allowed in the high density R-3 Zone.

The City is in the process of revising its Zoning Code, and is proposing several modifications to the VMU and R-2 districts to better facilitate affordable housing. These include: 1) reduction in the minimum lot size requirement to 5,000 square feet consistent with the General Plan (VMU only); 2) reduction in the building separation requirement from 45 to 25 feet (VMU and R-2); and 3) increase in the lot coverage maximum (R-2 only).

Through the Redevelopment Agency, the City will provide financial assistance to support mixed use development in the downtown. Two live-work projects were recently completed and

represent the early success of the VMU zone. The availability of City financial assistance can facilitate the development of additional mixed use and live-work projects close to local services and facilities which will likely foster the use of alternative modes of circulation such as pedestrian or bicycles

Five-Year Objective: The City will continue to promote the VMU Zone and offer financial incentives to facilitate in-fill housing development. As part of the comprehensive Zoning Code Update, refine the VMU and R-2 standards to better facilitate housing development.

11. Special Housing Overlay (SPL)

The 1997 update of the Land Use Element established the Special Housing Overlay (SPL) zone. The primary purpose of this designation is to identify lands which are suitable for the development of affordable housing. Projects within the overlay areas may be developed using density increase incentives up to a maximum density, or may be developed within the requirements of the underlying designation. Typical uses include senior housing, affordable housing for families, single resident occupancy facilities, public and private institutional housing, and shelters or transitional housing. The SPL designation includes housing units of varying densities, from medium (3 to 4 units per acre) to high (15 units per acre). The development of units within the SPL designation are exempt from growth control policies stipulated in the Land Use Element.

The City has identified seven sites that may be potentially rezoned with the SPL designation, as described in the sites inventory (Section 4). Upon adoption of the Housing Element, City staff will conduct a more detailed land use analysis to develop recommendations regarding which of these seven sites are best suited to affordable housing. The City Council and Planning Commission will undertake a public process to receive input and direction from the community, and will rezone two or more of the sites SPL within a one-year time frame.

Five-Year Objective: The City will continue to provide for and promote the SPL zone to accommodate the City's share of regional housing needs for lower income households, including the housing needs of farmworkers. Specifically, the City will evaluate the seven identified sites through the public process, and re-designate two or more of the sites for the development of affordable housing. The City will amend the Land Use Element and Zoning Code as necessary for these sites by the Spring of 2003.

12. Residential Sites Inventory

The City will distribute an inventory of vacant and underutilized sites that may be suitable for future housing development to interested developers and residents. A map identifying the location of these sites will also be produced. By making an inventory of sites available, the City aims to better inform developers about opportunities for new residential development.

Five-Year Objective: The City will prepare an inventory of potential residential sites and a map identifying the location of these sites to be made available to developers and residents by 2001.

REMOVING GOVERNMENTAL CONSTRAINTS

Under current State law, the Ojai Housing Element must address, and where legally possible, remove governmental constraints affecting the maintenance, improvements, and development of housing. The programs described below are designed to mitigate governmental constraints on residential development and facilitate the development of a variety of housing.

Goal 4 To mitigate governmental constraints which potentially hinder or discourage housing development in Ojai.

Policy 4.1 Continue to provide regulatory incentives and concessions and General Plan policy exemptions where applicable to facilitate affordable housing development in the City.

Policy 4.2 Promote the expeditious processing and approval of residential projects that meet General Plan policies and City regulatory requirements.

Policy 4.3 Periodically review City regulations, ordinances, departmental processing procedures and residential fees related to rehabilitation and/or construction to assess their impact on housing costs, and revise as appropriate.

Implementation Program

13. Residential Density Bonus

The City offers regulatory incentives/concessions, including a density bonus, to facilitate the development of affordable housing (Section 10-12.01 of Zoning Code). The City may grant a density increase in the number of dwelling units of at least 25 percent over the maximum allowable density to residential projects with five or more units. Eligible projects are those for which at least: 20 percent of the total units are reserved for lower income households; 10 percent of the units are for very low-income households; or 50 percent of the units are for income-eligible senior residents.

In addition to density bonuses, the City offers regulatory concessions to facilitate affordable housing development. They include: reduction in site development standards or modification of Zoning Code requirements or architectural design requirements; approval of mixed use zoning; and other regulatory incentives or concessions proposed by the developer or the City which will result in identifiable cost reductions.

Five-Year Objective: The City will continue to offer density bonuses and other regulatory concessions to facilitate the development of affordable housing.

PROMOTING EQUAL HOUSING OPPORTUNITIES

To make adequate provision for the housing needs of all economic segments of the community, the Housing Element must include actions promote housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age, or physical disability.

Goal 5 To promote equal opportunity for all residents to reside in the housing of their choice.

Policy 5.1 Continue to enforce fair housing laws prohibiting arbitrary discrimination in the building, financing, selling or renting of housing on the basis of race, religion, family status, national origin, physical handicap or other such circumstances.

Policy 5.2 Continue to support non-profit organizations that provide housing and other assistance to special needs groups in Ojai, including the homeless, the disabled, and single-parents.

Implementation Program

14. Fair Housing Program

The City of Ojai refers fair housing complaints to the Fair Housing Institute (FHI), which serves cities throughout Ventura County. The FHI performs the following services for Ojai: investigates complaints; negotiates with landlords, and when appropriate, takes legal action; provides information and referral for other housing services; and conducts community outreach and educates the public about fair housing practices.

Five-Year Objective: The City will continue to provide information on fair housing practices at the public counter and refer fair housing complaints to FHI.

Table 26: Housing Implementation Program Summary

Housing Program	Program Goal(s)	Five-Year Objective(s)	Funding Source(s)	Responsible Agency	Time Frame
Conserving the Existing Supply of Affordable Housing					
1. Housing Rehabilitation Loan	Assist very low- to moderate-income property owners with needed repairs & general improvements.	Offer 50 - 60 rehabilitation loans.	Redevelop-ment Set-Aside	Redevelopment Agency	2000 - 2005
2. Purchase/Repair/ Replace Program	Facilitate rehabilitation of rundown homes; increase homeownership opportunities.	Fund acquisition of 10 units.	Redevelop-ment Set-Aside	Redevelopment Agency	2000 - 2005
3. Community Assistance Program-Rental Subsidy Lease Assistance Loan & Grant Program	Assist the homeless and those at risk of being homeless to obtain/maintain permanent affordable housing.	Assist 60 - 70 families.	Redevelop-ment Set-Aside	HELP of Ojai, Redevelopment Agency	2000 - 2005
4. Section 8 Rental Assistance Program	Provide rental subsidies to very low-income households.	Continue to assist at least 110 households. Encourage land-lords to list properties.	HUD	Area Housing Authority of Ventura County (AHACV)	Ongoing
5. Housing Information Outreach Program	Promote maintenance & improvement of the housing stock.	Provide home improvement information.	General Funds	Community Development Department, Redevelopment Agency	Ongoing
Assisting in the Provision of Housing					
6. Downpayment Assistance Program	Provide downpayment assistance to enable first-time homebuyers to purchase a home.	Continue to participate & promote program.	Bond Proceeds	Ventura Cities Mortgage Finance Authority, Community Development Department	Ongoing
7. Second Units	Provide additional affordable housing opportunities in existing neighborhoods.	Review & revise Second Unit Ordinance as appropriate. Achieve 10 new second units.	General Funds	Community Development Department	2002
8. Senior housing	Increase the supply of housing for seniors.	Provide financial, regulatory, and/or other incentives.	General Funds, Redevelop-ment Set-Aside, CDBG	Community Development Department, Redevelopment Agency	2000 - 2005

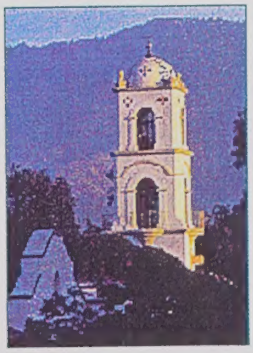
Table 26: Housing Implementation Program Summary

Housing Program	Program Goal(s)	Five-Year Objective(s)	Funding Source(s)	Responsible Agency	Time Frame
9. Alternative Housing Models	Meet the changing housing needs of the population.	Offer flexible zoning regulations, financial assistance, and/or other incentives.	General Funds, Redevelop-ment Set-Aside, HOME	Community Development Department, Redevelopment Agency	Ongoing
Providing Adequate Residential Sites					
10. Village Mixed Use (VMU) Zone	Provide for integration of residential & commercial uses in the downtown; facilitate development of infill housing.	Promote the VMU zone & offer financial incentives for mixed use & live-work projects. Modify VMU and R-2 zone to facilitate development.	General Funds, Redevelop-ment Set-Aside, HOME	Community Development Department, Redevelopment Agency	Ongoing Modify Zoning Code in 2002.
11. Special Housing Overlay (SPL)	Facilitate the development of a variety of housing types including affordable housing, senior housing, transitional housing, shelters, & so forth.	Re-designate two or more sites with the SPL Overlay.	General Funds	Community Development Department	Amend Land Use Element and Zoning Code by Spring 2003.
12. Residential Sites Inventory	Inform developers about potential residential sites.	Provide inventory of sites and map to interested developers.	General Funds	Community Development Department	By 2001
Removing Governmental Constraints					
13. Residential Density Bonus	Facilitate the development of affordable housing by providing incentives and/or regulatory concessions.	Continue to offer density bonuses & other regulatory incentives.	General Funds, Redevelop-ment Set-Aside	Community Development Department	Ongoing

Table 26: Housing Implementation Program Summary

Housing Program	Program Goal(s)	Five-Year Objective(s)	Funding Source(s)	Responsible Agency	Time Frame
Promoting Equal Housing Opportunities					
14. Fair Housing Program	Further fair housing practices in the community.	Provide information on fair housing practices & refer complaints to Fair Housing Institute (FHI).	CDBG	Fair Housing Institute, Community Development Department	Ongoing
Five-Year Goals Summary: TOTAL UNITS TO BE CONSTRUCTED: 209 (51 Very Low, 24 Low, 40 Moderate, 94 Upper) TOTAL UNITS TO BE REHABILITATED: 60 - 70 (20 Very Low, 20 Low, 20 - 30 Moderate) Housing Rehabilitation Loans, Purchase/Repair/Resale Program TOTAL UNITS TO BE CONSERVED: 170 - 180 (all Very Low) Section 8, Community Assistance Program					

Appendix



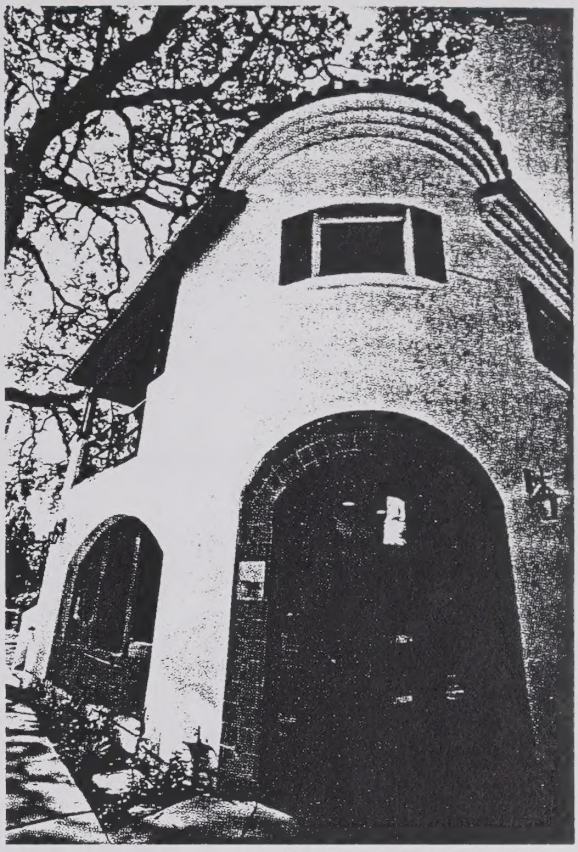
City of Ojai

Guide To The Village Mixed Use Zone



Prepared by the
Community Development Department
City of Ojai

2000-2001



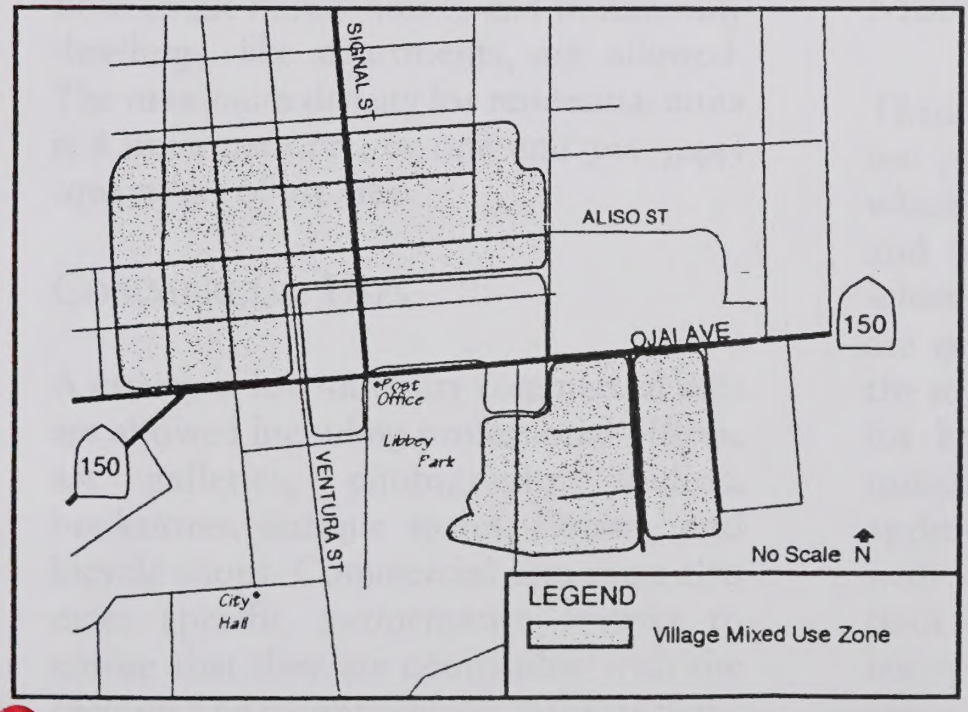
For more information,
please call or stop by the
Community Development Department
at:

Ojai City Hall
401 S. Ventura Street
Ojai, California 93023

(805) 640-2555

Preserving The Village

Ojai encompasses the best of small town life, harkening back to the traditional village of an earlier time. In 1997, the City updated its General Plan and created a new zone designed to foster sustainable land use practices. The new Village Mixed Use (VMU) zone encourages live/work arrangements consistent with Ojai's policies to reduce the dependence on the automobile and create a village atmosphere that is friendly to both pedestrians and bicyclists in and around the downtown. The map shows the extent of the VMU zone situated to the northwest and southeast of the historic downtown area.





Development Opportunities

The Village Mixed Use zone provides an opportunity for the development of commercial and residential mixed-use projects close to services and facilities that are a short walk or bicycle ride away. Mixed-use projects reduce the number of commuter trips by allowing people to live and work on the same property.

The VMU provides landowners with maximum flexibility by allowing exclusively residential projects, exclusively commercial projects, or a mixture of the two as described below.

Residential Projects

Both single family homes and multifamily dwellings, like apartments, are allowed. The maximum density for residential units is 8 units per acre, or one unit per 5,445 square feet of lot area.

Commercial Uses

A variety of low-intensity commercial uses are allowed including professional offices, art galleries, photography studios, bookstores, antique stores, florists, and bicycle shops. Commercial uses must also meet specific performance criteria to ensure that they are compatible with the surrounding neighborhood. Projects that are entirely commercial in nature canno exceed a floor area ratio of .50 (to calculat the floor area ratio, simply divide th proposed building floor area by the net lo area).

Maximum Land Use Intensity

Use	FAR	Dwelling Units
Commercial only	0.50	—
Residential only	N/A	8 du/acre
Live/Work	0.50	8 du/acre
Comm./Residential	1.0	8 du/acre

Mixed Use Projects

These are essentially two types of mixed-use projects: (1) live/work arrangements, where the resident works on the property; and (2) commercial/residential projects, where the residential and commercial uses are generally unrelated. The table shows the maximum land use intensities allowed for both project types. An example of mixed-use projects that have recently been approved include a two-story building with an engineering office on the first floor and residence above, and a single-family residence with an attached medical office.

Design Principals

Design concepts for the Village Mixed Use zone call for development projects that preserve and maintain the residential scale and character of the area. The size of commercial buildings should compare with nearby residences, emphasize residential architectural forms, and create pedestrian paths and links with surrounding areas. All projects must be submitted to the Community Development Department for architectural review. Most projects will require a public hearing before the Planning Commission, although remodeling projects that are minor in nature may qualify for a Planning Director's exemption.

Uniform Building Code

The Uniform Building Code requirements vary significantly between residential and commercial buildings. It is very important to become aware of these requirements prior to investing in VMU properties, so that the cost of any necessary compliance with the building codes can be taken into consideration. This is especially important when the conversion of a residential structure to a commercial use is being considered. Typical issues that can arise include electrical, plumbing or access requirements. Parking may be a concern depending on the nature and extent of the commercial use.

Americans With Disabilities Act

The Americans With Disabilities Act requires that commercial buildings be accessible to handicapped persons. The amount of modification that is required by law is based on the size of the project.

Where Do I Begin?

If you are considering a project in the VMU zone, please stop by and pick up a copy of the VMU ordinance. It will provide you with detailed information about permitted land uses, parking requirements, building setbacks, and general design criteria. Planning staff will be happy to assist you with questions about your specific proposal. For some projects, a concept review before the Planning Commission may be advisable. This process allows you to present a conceptual proposal to the Commission for preliminary feedback. This input can help you determine if, and how, you would like to proceed with formal development application.

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